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INDIAN
CUP GREASE

REUTER'S TELEGRAMS.

BRILLIANT REOPENING OF PARLIAMENT.

Pre-War Pageantry Revived.

London, February 16.
Fine weather favoured the pre-war pageantry attending the opening of Parliament on the lines indicated in yesterday's report. The ceremony attracted crowds, eager to catch a glimpse of their Majesties driving to Westminster in a gorgeous Georgian coach drawn by eight black horses and escorted by Beefeaters and a detachment of the Blues, the latter brilliant in their cuirasses and helmets. The royal procession, in which the Duke of York drove, included six carriages. The Prince of Wales, in a six-horse carriage with Horse Guards as escort, proceeded to Parliament separately. The scene in the House of Lords was most interesting and imposing, in great contrast to war days, when everybody was in khaki and Peeresses wore morning dress. The house to-day was a flood of colour with the scarlet-ermined robes of the Peers, the brilliant uniforms of the Court officials, and the splendid attire of the Ambassadors, only the American and German representatives being in evening dress. Peeresses vied with each other in the display of diamonds in the tiaras of their respective ranks and other ornaments of their attire. After the procession of the officers of State, who passed before the throne bowing to the Prince of Wales, who, in Royal Duke's robes occupied a chair to the right of the Throne, the King entered leading the Queen by the hand. His Majesty was robed in royal purple and wore a large Crown, which glowed and sparkled with the fire of the Imperial jewels. The Queen, also wearing a lovely Crown, with rivers of diamonds down the front of a rich Court dress, looked truly regal and astonishingly young. When their Majesties were seated on the thrones, the Commons were summoned and the King read his speech.

Mr. Lloyd George Replies to Criticisms.

London, February 15.
Mr. Lloyd George, in reply to criticisms of the Speech from the Throne, welcomed the intimation that Germany is submitting counter-proposals, with a real desire to liquidate Treaty liabilities, but he said the Conference will in no wise take the form of a revision or recasting of the Peace Treaty. Undoubtedly the Treaty of Sevres would come up for discussion at the Near East Conference, the British representatives at which would be animated by the supreme desire to establish world-wide peace, subject to the paramount obligation to secure the rights of the long-suffering Christian populations in Turkey. Seeing that the Egyptian question was vital to the whole Empire, to peace in the Middle East and perhaps to our future relations with India, the Government would have liked to consult the representatives of the Dominions as well as the Egyptian Minister before committing themselves regarding Lord Milner's report. Adverting to Ireland, the Premier emphasised the difficulties confronting the Executive on account of the continued reticence of the people. Outlining the conversations with Archbishop Clune, who was imbued with the most loyal sentiments to the Empire, Mr. Lloyd George agreed to the necessity of negotiating a truce, because once the murder campaign were stopped it would never be renewed. Nevertheless, those responsible for order, who ran great personal risks, strongly urged against a truce without an express condition for the surrender of arms. This Sinn Fein refused to do, thus accepting the responsibility for the continuance of hostilities. Although he admitted that the murders, outrages and the casualty list were still heavy, it was noteworthy that casualties now occurred because the Police were pursuing the rebels in wild places, whereas six months ago they were shot down in the streets of Dublin. The Premier counselled patience; then he was confident order would be restored in Ireland and, with it, Irish liberty.

The Question of Imperial Defence.

Later.
An amendment to the Speech from the Throne was moved by Mr. Davidson urging the appointment of a Permanent Joint Advisory Technical Committee to consider the question of co-ordinating the Navy, Army and Air Forces. General Hunter Weston pleaded the necessity of such a body, on which the Dominions should be represented. Mr. Lloyd George, replying, expressed sympathy with the proposal, but suggested that the matter be left over for the Imperial Conference, because it was too much to ask these small islands, with the gigantic burdens they are bearing, to undertake the defence of the whole Empire. When we were in trouble, the Empire helped us. Over a million men came from India voluntarily, and vast numbers from other parts, but that was a spasmodic effort. Solidarity of the Empire was a guarantee against the further shedding of blood, since the sword would never have been drawn had the war-plans known what the British Empire would do; consequently we must make common cause, not involve the Dominions or Ireland in our quarrels, but ensure common action in the event of a just quarrel. The amendment was withdrawn.

In the House of Lords.

London, February 15.
Lord Curzon, speaking in the House of Lords, said Franco-British co-operation, which was at present the main factor in the peace of Europe, was unimpaired. The manifold efforts of new States, notwithstanding lack of resources and experiences, evoked our keen sympathy. Finland, Latvia, Estonia, Lithuania, Czecho-Slovakia, Jugoslavia and Rumania had all practically composed their difficulties with their neighbours and were settling down to a useful life, Austria alone presenting anxiety. As regards Russia, her real chance of recovery lay in economic arrangements which tended to preclude the possibility of war. Britain's only concern in the course of the negotiation had been to ensure that trade relations would be made with people who would act in a friendly manner and not engage in hostile action in distant parts of the world. Lord Curzon described the Imperial Cabinet as a new and powerful organ of government. All its members being invested with full authority, made its decisions not merely those of the British Government but of the British Empire. He recalled that at previous meetings we not merely received valuable counsels from Dominion Ministers, but their presence and co-operation was an immense addition to the moral and material strength of the Empire. The Conferences were not less important in peace-time. The main desire actuating the members of that body was that this amazing congress of independent states of free nationalities, which was held together by a mere silken thread and by a sense that all had a common mission in the world and owed their loyalty to a common law, language and King, should be bound by even closer ties. The forthcoming meeting, to which Lord Curzon was looking forward, would deal with naval, military and air defences, the foreign policy of the Empire, and the future constitutional organisation of this great fabric. Lord Curzon declared that the condition of Europe was undoubtedly brighter than last year. Unfortunately this did not apply to Asia. The various new European countries, the boundaries of which were now practically settled, were busily occupied in building up their national existence. He opined that there should be no more wars, and that a final agreement with Germany should be reached.

REUTER'S TELEGRAMS.

AMBUSHED BY SINN FEINERS.

Passengers Among the Casualties.

London, February 15.
A shocking death-roll resulted from the ambushing of a train containing 40 soldiers going from Cork to Bandon. A large number of Republicans attacked both sides of the lines at Innishannon station, where a fierce battle occurred, in which six soldiers were wounded, three seriously, and two Republicans killed. Five male and one female passengers were killed and several others injured, including two women seriously. A relief train with the wounded arrived at Cork.

Premier Censures Auxiliaries.

London, February 15.
In the House of Commons, replying to Mr. Asquith's demands for information concerning General Strickland's report in regard to the burnings at Cork, Mr. Lloyd George explained that the report showed that the auxiliary corps committed acts of indiscipline, whereupon the lower class civilians joined in looting. The Government had taken the sternest measures against the auxiliaries, dismissing seven who were suspected and suspending the officer in command. Replying to Mr. Thomas, the Premier undertook that the closest investigation should be made into the incident at Malloy, reported on January 29, when railwaymen were shot after an attack upon Inspector King and the murder of his wife.

Another Battle.

London, February 15.
A large force of military this morning surrounded a party of armed civilians at Mourne Abbey, near Malloy. The civilians refused to surrender and fired on the military. A sharp battle resulted in seven civilians being killed and five wounded. Four were arrested. The military suffered no casualties.

THE U.S. AND THE TYPHUS SCARE.

A Quarantine Precaution.

London, February 16.
The Daily Telegraph's New York correspondent states that, owing to the typhus scare, the Government has ordered that all ships arriving in New York must have been twelve days out of a foreign port before they may land passengers. This means that trans-Atlantic passengers will be quarantined for six days.

SOVIET PROPAGANDA IN FRANCE.

Substantial Deposit with American Bank.

Paris, February 16.
The police authorities are actively engaged in investigating some clubs in connection with a Communist plot purporting to start a revolutionary agitation both in France and Italy. The police have succeeded in establishing the fact of the so-called Dr. Zeglevski being a Soviet agent sent to Paris from the central propaganda Bureau in Berlin with funds amounting to £8,000, deposited with an American bank in Paris. Several arrests were made at various centres in the provinces in connection with futile attempts to start anti-militaristic propaganda.—Vale.

Arrests in Paris.

London, February 15.
Paris telegrams indicate that French Trade Unionists are revolting against Communism. Documents seized from the offices of the Communist Federation in Paris resulted in the arrest of M. La Porte, Secretary of the Federation, and M. Williams, Manager of a Communist newspaper, who are accused of inciting soldiers to disobedience and of anarchist propaganda. Papers seized show that anti-militarist agitators in France have been campaigning with the object of detaching the French Colonies from the Mother Country and that a similar campaign has been started in some of the British Colonies and Protectorates.

INTERNATIONAL TRANSIT PROBLEMS.

French Committee's Preliminary Survey.

Paris, February 16.
A committee is to meet at Paris on the 21st inst., to consider various problems pertaining to international traffic by sea and rail to come before the International Conference to open Barcelona next month under the presidency of M. Hanotaux, sometime French Minister for Foreign Affairs.—Vale.

U.S. WOMEN'S STRIKE COLLAPSES.

New York, February 15.
The women's strike mentioned on the 10th inst. has collapsed. Half the strikers have resumed and the others are gradually returning.

INDIA'S TENNIS ASPIRATIONS.

New York, February 15.
India has issued a challenge for the Davis Cup.

STRIKE ON GREAT INDIAN PENINSULAR RAILWAY.

Bombay, February 15.
The strike on the Bombay and Baroda Railway continues. Three thousand railwaymen of the Great Indian Peninsular Railway have struck at Parell.

OFF TO AMERICA.

London, February 15.
Sir Auckland Geddes and Mr. Alfred Sze, Chinese Minister to Washington, have sailed for New York.

LORD MILNER HONOURED.

London, February 15.
Lord Milner has been made a Knight of the Garter.

REUTER'S TELEGRAMS.

AMERICAN PRODUCE.

A Record Sugar Output.

Washington, February 15.
The Bureau of Crop Estimates announces that 2,605,000,000 pounds of sugar were produced in the United States last year, including 2,219,000,000 pounds of beet sugar, which is the highest on record. The Department of Agriculture estimates that the world's carry-over of cotton on July 31, will be 10,649,000 bales.

THE DISARMAMENT QUESTION.

Senator Borah's Latest Move.

Washington, February 15.
Continuing the disarmament fight, Senator Borah has introduced an amendment to the Appropriations Bill requesting the President to call a Conference between Britain, Japan and the United States with a view to substantially reducing naval construction for five years.

U.S. NOT TO MAKE FURTHER LOANS WITHOUT CONSULTATION.

Washington, February 15.
The Senate Judiciary Committee has advised Mr. Houston not to pay any more money to foreign Governments in the form of loans without consultation with the Committee, regardless of whether commitments have already been made.

LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

SHANGHAI WOOLLEN TRADE CRISIS.

Chinese Appeal to Foreign Dealers.

Shanghai, February 15.
The Chinese Woollen Merchants' Association, in an appeal to foreign dealers, requests a fixed rate of six shillings per tael in respect of goods already arrived, and asks them to cancel cargoes not arrived and also those not shipped. The statement says they will suspend business unless helped.

SHANGHAI MUNICIPAL AFFAIRS.

Chinese Advisory Board Rejected.

Shanghai, February 15.
The Municipal Council has rejected the Advisory Board of Chinese recently chosen, maintaining that it is not independent but tied up to the Chinese Ratepayers' Association.

FOR HONGKONG RACES.

Shanghai Jockeys Coming Down.

Shanghai, February 15.
The jockeys, Mr. Vida and Mr. Hill, are leaving for Hongkong by the s.s. Sui Yang; whilst Mr. Heard, Mr. White and Mr. Yih sail on the s.s. Armand Behic.

NOT GUILTY OF SHOOTING.

Ship's Officer Discharged.

Shanghai, February 15.
Mr. Vincent Dawson, third officer of the s.s. Takada, was found not guilty in the British Court of shooting at a Chinese police man on January 28th.

YANGTSEPOO COTTON MILLS.

Dividend of 100 Per Cent.

Shanghai, February 15.
The Yangtzepoo Cotton Mill's dividend for the year is five taels, or 100 per cent.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

BOLSHEVISM IN MALAYA.

Singapore, February 15.
District reports at the Methodist Conference refer to considerable Bolshevik propaganda in Malaya.

TO-DAY'S CHINESE TELEGRAMS.

Shanghai, February 15.
Two officials from the State Department have arrived to represent the Chinese Government in connection with the Customs duty surplus case, which will be heard on Thursday, the 17th inst. Peking, February 15.
An important person has declared that in consequence of Tang Chi-yao's flight from Yunnan, the union of Szechuan and Kwangsi to the central Government will be effected without hindrance and that of Kwangtung will soon be secured. Chan Jui-ling has reported that mobilisation in Urga has already been completed. Chan Hui is trying hard to secure the Commander-in-Chief of the Chinese army. (Other Telegrams on Page 18.)

WIDOW AND YOUTH.

A Story of Stolen Jewellery.

A widow of No. 46, Wyndham Street, who allowed her sentiments blind her to the machinations of a wily rogue, has been robbed of jewellery amounting in value to a sum of \$230. The tale is thus told.
On January 10th, with her amah and her son, a little child, she went to "cool herself," as she expressed it. The rogue, who possesses some claims to good looks, strolled up in a casual way, and displayed an admiration for the child. He praised it loudly, and in this way obtained an introduction to its mother. In spite of her two score years and six, the widow was still susceptible to praise, and, charmed at the youth's admiration for her offspring, she quickly warmed towards him to the extent of accepting from him an invitation to visit a certain boarding house where some of his friends were staying. On arrival at the boarding house, she gladly heard a proposal of marriage from the youth, who in the course of his courtship casually remarked that he was unfortunately under some obligation to some friends, in the shape of a certain loan, and that it was essential for their future happiness that that debt should be repaid instantly. He persuaded her to lend her jewellery for the purpose, promising that he would return in a few minutes if she would wait. The hours passed by, but no lover came to slay the suspicious now beginning to penetrate her feeble intellect. Eventually, getting weary of waiting, she returned to her residence, there to weep over the loss of her jewellery. It was not until a few days ago that she again saw her young man, who was then walking in the street under the eye of a detective. At once she came up and seized hold of him, at the same time crying out that he was the man who robbed her of her jewellery. The youth was taken to the Police Station, and the story the woman heard there convinced her that whatever object the man had in making her acquaintance, it was not one with a view to matrimony. It was revealed that the youth, together with two others, had in the earlier part of the day been brought before the Magistrate on charges of conspiracy and defrauding an inmate of the West Point house of jewellery under similar circumstances, and that in consideration of his tender years, he had been let off by the Magistrate with a caution. The result of this fresh discovery of his duplicity was that he was again charged before Mr. G.N. Orme at the Magistrate's this morning, when a remand was given in order to enable the prisoner to secure his witness. His Worship said that in view of his previous conviction and the fact that he had been let off with only a caution, any evidence by a witness for the prisoner would not have much weight.

TO-DAY'S EXCHANGE.

The closing rate of the dollar on demand, to-day was 2s. 5 1/4d.

THE WEATHER.

2 p.m. Barometer:—30.01. Temperature:—64. Humidity:—73.

LIGHTING-UP TIME.

Lighting-up time to-day is 6.21 p.m.

DON'T FORGET.

To-day.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.
To-morrow.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

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THERAPION No. 1 THERAPION No. 2

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"SWEATED LABOUR" IN HONGKONG.

Interesting Discussion At
C. E. M. S. Meeting.

At a meeting of the Church of
England Men's Society at St.
John's Cathedral Hall last night,
Mr. F. B. L. Bowley read the
following paper on "Sweated
Labour."

There was a large attendance
presided over by Rev. V. H. Cop-
ley Moyle.

The Chairman, in introducing
the lecturer, said that if anything
could be done to make the life of
the people of the Colony a little
easier and happier then he was
sure they ought to do what they
could in this direction.

The lecturer said:

1.—Principle of Civilization.

Two years ago, in reading a
paper on the condition of women
and children in Hongkong, I pre-
sented my remark by quoting the
second great commandment of the
law, "Thou shalt love thy neigh-
bour as thyself."

This is the great active principle
of Christianity on its social side,
and should govern all our relation-
ships with our fellow citizens.

I think, however, that the essen-
tial of civilization also is un-
selfishness, or the triumph of
Right over Might.

In a state of barbarism each
man is for himself, he takes (what
he wants) if he has the power, and
he keeps (what he has taken) if
he can hold it against all comers.
In such a state the strong prevail
and the weak are kept in subjec-
tion.

That is individualism; but civil-
ization implies a common inter-
est, a union of individuals together
for mutual protection; in short, a
community or commonwealth.

In an ideal state of civilization
each member of the community,
however weak and helpless, is
protected from oppression, and
surely no community can claim to
be free from barbarism and truly
civilized if any class or any in-
dividual is suffered to be a prey
to the greed or cruelty or neglect
of others.

This principle of civilization is
what the British mean by Free-
dom; the French by Liberty;
Equality and Fraternity; the
Americans by Democracy, Govern-
ment of the people by the people,
for the people; and Christianity
by Fellowship and Service.

Is not this the principle for
which the Allies fought and won
the great war against tyranny and
the rule of Might over Right? and
should not the community of
Hongkong strive to attain this
ideal?

Our Colony is in a unique position
as an outpost of Western
civilization on the fringe of one of
the oldest civilizations of the world,
and, if we are to justify our boast
that Western civilization is the
better, it behoves us to look care-
fully into the condition of our
own community.

Many people seem to forget that
Hongkong is in the position of a
self-contained State; it has its
own Government, its own legisla-
ture, its own revenue and adminis-
tration.

It is true that the control of
foreign affairs, and military and
naval matters, is in the hands of
the Home Government, which also
reserves the right to veto local
laws and to appoint the principal
officers of Government, but in
other respects Hongkong is a self-
contained community with all the
functions and duties which are at
home vested in the Houses of Par-
liament, County and City Coun-
cils, and other local bodies.

The community has the power
and the privilege and the duty of
regulating its own affairs, and, if
there is anything rotten in the

State of Hongkong, the commu-
nity cannot shift the blame on to
the Home Government or any
other authority, but must itself
enquire into the cause of the
social disease and endeavour to
find and apply a remedy.

2.—The Protection of Women and
Children.

The community of Hongkong is,
therefore, responsible for the
labour conditions that prevail here,
and, in particular, for the protec-
tion of women and children from
sweating and other forms of op-
pression and neglect.

I am not now concerned with the
men of the Colony; they have
their Clubs and their Cham-
bers, their Guilds and their As-
sociations, and they are fully able
to protect themselves and to nego-
tiate for fair and reasonable con-
ditions; but the women of the
poorer class, and the children,
cannot organise or negotiate; they
are helpless and exposed to the
full operation of the so-called law
of supply and demand in all its
ferocity.

But the law of supply and de-
mand is not a fetish which we
must worship; it is not really a
law in the sense that it must be
obeyed. I would rather call it an
economic force, whose opera-
tion cannot be disregarded, any-
more than we can disregard the
operation of the force of gravita-
tion, but can be, and may be, in
some degree regulated, controlled
and utilised, even as the force of
gravity is regulated, controlled
utilised in the training and har-
nessing of waterways, so that
they produce power and energy
and light for the community.

Undue interference with econo-
mic forces is certainly to be
deprecated: freedom of trade
and freedom of contract
are the foundations of the success
of the British Empire, and should
not be interfered with when ap-
plied to commodities, but a civil-
ized community cannot regard
human beings, and human life and
health, merely as commodities, to
be bought in the cheapest market
and sold in the dearest.

3.—Factory Laws, the Peace
Treaty, the League of
Nations, and the
Labour Convention.

The protection of women and
children has been the special care
of every civilized community in
varying degree throughout the
ages, but Great Britain, being the
first country in which the indus-
trial revolution caused by the
utilisation of steam power for
manufacturing purposes was felt,
took the lead in what is generally
known as Factory Legislation,
which has for its object the re-
gulation of the employment of wo-
men and children. Other coun-
tries have followed in the same
direction, until now, as far as I
know, every community which
calls itself civilized, except Hong-
kong and China, has some Factory
Laws in force.

I trust I am not doing an in-
justice to our Chinese friends, but I
have never heard of any such
legislation in China; if any one
knows of Chinese laws of this
nature, I should be very glad to
have particulars.

In Japan Factory Laws were
passed in 1911; there may be ear-
lier laws, but I cannot say at pre-
sent: recently we heard that the
Japanese were raising their laws
in this respect.

In May, 1919, I drew the atten-
tion of the Sanitary Board to the
fact that the Peace Treaty in-
cludes not only the Covenant of
the League of Nations but the
International Labour Convention,
and that the High Contracting
Parties agreed to endeavour to
secure and maintain fair and
humane conditions of labour for
men, women and children, both in
their own countries and in all
countries to which their com-

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Amongst the principles affirmed
by the High Contracting Parties
are these:—That labour should
not be regarded merely as a com-
modity or article of commerce;
the payment to the employed of a
wage implying a reasonable stand-
ard of life as understood in their
time and country; the adoption of
an eight-hours day and 48-hours
week, with a weekly rest of at
least 24 hours including Sunday;
the abolition of child labour and
the limitation of the labour of the
young so as to permit the con-
tinuance of their education and
proper physical development; and
the provision in each State of a
system for the protection of the
employed, in which women should
take a part.

Now all these questions have
lately been discussed at the Lab-
our Convention at Washington,
and by the League of Nations at
Geneva, and every community in-
volved is now engaged in overhaul-
ing its labour conditions with a
view to conforming to the prin-
ciples of the Treaty.

We have heard a great deal of
the activities and eloquence of Dr.
Wellington Koo, the Chinese re-
presentative at the League and
(I think) at the Convention; and
soon we may expect to hear of a
complete system of Factory Legis-
lation for China. Japan, as I
have said, is revising its Factory
Laws: What is Hongkong doing?
Are we to take the lead in these
matters, as we have always done
in the past, or are we to wait and
follow the example of China and
Japan?

4.—Factory Law in Hongkong.

As I have indicated, there is
practically no law in Hongkong
regulating the employment of wo-
men and children, although we
know that very large numbers are
employed.

They work in factories for ten
hours a day (excluding meal-
times), for seven days a week, a
weekly total of 70 hours, as com-
pared with the 48 hours laid down
by Treaty. In addition, overtime
is common at busy seasons, and is
not checked in any way.

They work in small workshops
and private houses, at trades, as
sempstresses or as domestic ser-
vants, for hours without count and
without number, at wages govern-
ed solely by the law of supply and
demand, or (in the case of "mul-
tial") for no wages at all.

They work as coolies irrespec-
tive of age and sex, carrying heavy
loads in all weathers; stunting
their bodies, injuring the present
generation and the next: with no
luxuries, no leisure, and no plea-
sure: often without the barest
necessaries of life, insufficiently
fed, insufficiently clothed, sleeping
as and where they can, on bed-
boards under stair-cases, or in any
odd corner, without any facilities
for cleansing either their persons
or their clothes.

These conditions do not apply to
adults only, but to children of the
tenderest age; before the child
can walk it is added to the load on

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its mother's back: as soon as it
can toddle, it follows its mother
in her work: when boy or girl can
stagger under a few bricks the
life of labour begins, and con-
tinues until he or she reaches an
early grave.

The Sanitary Board endeavoured
to find a remedy for this state
of affairs, and in May, 1919, asked
the Government for powers to
make by-laws limiting the employ-
ment of children under the age of
14 in any factory or workshop to
a maximum of 10 hours a day (ex-
cluding meals), and entirely pro-
hibiting the employment of child-
ren in factories or workshops in
any occupation likely to be injuri-
ous to his or her life, limb or
health, regard being had to his or
her physical condition.

It will be noticed that the Board
did not recommend the total pro-
hibition of the employment of
children, they only suggested
limiting such employment to
trades which are not injurious to
health or dangerous, and limiting
the hours of work for children
under 14 to 10 hours a week. The
reason for this very mild measure
of reform was that the Board
appreciated the fact that if the
children were not at work they
would have nothing to do but play
in the gutter, as there were not
sufficient schools in the Colony
for them.

The Government, however,
declined to accept the proposal,
apparently misunderstanding it,

as the reasons put forward by the
Government were: (1) that the
children must be with their
parents; and (2) that there were
not sufficient schools. The Board
never suggested that the children
should be separated from their
parents, only that the children
should not be kept in the factories
for more than 10 hours a day, and
should not be allowed in unhealthy
—or dangerous factories. I drew
the attention of the Attorney-
General to this point on April
21st, 1920.

This resolution of the Board
was also the subject of a question
in the House of Commons on
December 20th, and the *Hongkong
Daily Press* produced an interest-
ing leading article on the subject,
pointing out the apparent mis-
understanding indicated above;
Colonel Amery replied that H.E.
the Governor of Hongkong was
asked what measures, if any, were
contemplated, and it will be in-
teresting to learn the result.

If the Board's proposals are
adopted it will only be a small
step in the right direction, and I
venture to make some suggestions
as to further progress.

At present factories and work-
shops are unregistered, unlicensed
and uncontrolled, except for
sanitary purposes, and in the case
of Offensive Trades, which are
licensed by the Sanitary Board,
and are subject to no limitations

(Continued on Page 3, 4, and 5.)

DOING OF THE DUFFS

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BY ALLMAN



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MINING,

DRAINAGE,
etc., etc."SWEATED LABOUR"
IN HONGKONG.

(Continued from Page 2.)

with regard to hours or ages of
labour, except in the cases of rag-
picking and cleaning hair and
feathers, where the employment of
children under 10 is prohibited.
There is, I believe, no record of the
numbers, ages or sex of persons
employed in factories or workshops,
and no official statistics as to hours
or other conditions.The approaching Census of the
Colony affords an opportunity of
collecting statistics on this point;
but not unless a special enquiry
is made in the day-time,
as the ordinary census, taken at
night, would not contain any particu-
lars of the different factories.After the necessary data have
been obtained a Committee of re-
presentatives of the employers and
the employed under the presi-
dency of a Government official
might be appointed to frame
suitable regulations. Most of the
employers are, I believe, quite
humane and liberal (according
to their lights) in the treat-
ment of the employees, and are
always ready to respond to any sug-
gestions for improvement made to
them; but it is not safe or fair to
rely on voluntary effort, as one un-
principled employer may not only
ill-treat his own "hands," but may
by "sweating" methods undercut
the liberal and enlightened em-
ployers.Another very urgent need is the
appointment of female inspectors of
factories and workshops, either un-
der the Secretariat for Chinese
Affairs or the Sanitary Depart-
ment.

5.—Coolie Women and Children.

Next to factories and workshops
comes, perhaps, the most difficult
problem, the improvement in the
condition of coolie women and chil-
dren.The sight of women and children
toiling up the Peak with heavy
loads is one of the most
frequent topics of comment
by resident and visitor alike; we
are all familiar with it, and all wish
that something should be done, but
the difficulty is to discover a
remedy.This matter has frequently been
discussed in Hongkong, and formed
the subject of another question in
the House of Commons on Decem-
ber 20th last, and the Under
Secretary of State said that the
Governor was being asked what ac-
tion he considered possible.Here again total prohibition is
impracticable because of the insuffi-
ciency of schools, but regulation
is, I think, not only practicable,
but fairly simple.The coolie women and children
work on well-defined lines, usually
under contractors and foremen, and
if weights could be regulated at the
loading point and checked occa-
sionally at other points, it should
be easy to prevent an excessive
load.It must be remembered that
Chinese peasant women and their
children, especially from the coun-
try, have been habituated for untold
generations to the carrying of loads
uphill, and in fixing any scale this
fact must be taken into considera-tion. But there is no great
difficulty to an intelligent and
experienced officer in judging
whether a woman or child is over-
loaded or not, and the duty should
be entrusted only to officers of ex-
perience and reliability in the
Police, Public Works Department
and Sanitary Department.A precedent for the necessary
legislation exists (as I pointed out
to the Attorney General on 21st
April, 1920) in the Employment of
Children Act, 1903, Section 3,
sub-Sections 4 and 5, which are as
follows:(4).—A child shall not be em-
ployed to lift, carry or move
anything so heavy as to be
likely to cause injury to the
child.(5).—A child shall not be em-
ployed in any occupation likely
to be injurious to his life, limb
or health.The person issuing the load
should be punishable as well as the
parent for any breach of these
provisions.

10.—A Living Wage.

Several objections have been put
forward to any interference with
this species of child labour.The most important is probably
that if the child does not work both
child and parent will be worse off,
even possibly to the extent of
starvation.This objection could have been
raised at any time during the last
hundred years to all proposals for
controlling or regulating the em-
ployment of women and children,
and I think the answer may be
summed up in a few words.No community can call itself
truly civilized unless every mem-
ber of that community, who is will-
ing to work, can command a living
wage for his or her work.I know the economists will pro-
test, and the law of supply and de-
mand will be quoted.But this is no new question: more
than 1,000 years ago statutory rates
of hiring and wages were fixed by
the law of Hammurabi of Susa,
King of Babylonia, referred to by
the senior Chaplain of the Cathedral
the other day.In more recent times Trade
Unions have fought, and fought
successfully, for "Fair Wages,"
and in 1910 the minimum wages
received the statutory sanction in
Great Britain of the Trade Boards
Act of that year. Since then, I
believe, a minimum wage clause
has been included in every Govern-
ment contract in Great Britain, and
it would be a simple matter for the
local Public Works Department to
adopt such a clause. Minimum
wages were also established by the
Colliery Act of 1912.But the great change came dur-
ing the war, when the labour of the
British community was mobilised,
and the Wages (Temporary Regula-
tion) Act of 1918 empowered the
Minister of Labour to establish
tribunals, consisting of representa-
tives of the employers and the
workman, with an independent
chairman, to fix the rate of wages
to be paid in any trade in any
district.This Act was extended (to the
end of last year at least) by the
Industrial Courts Act, 1919.There would be no great difficulty
in assembling a similar Committeein Hongkong to fix from time to
time the minimum wages to be
paid for coolie labour in Hongkong.
If steps were taken to make the
rates fixed known to the coolies,
it would be quite safe to leave it
to them to deal with their em-
ployers and was beside the rash
woman who turned blackleg and
tried to undercut! she could safely
be left to the "female of the
species."In fixing the minimum wage the
fluctuating prices of the neces-
saries of life should be taken into
consideration and the wage
adjusted accordingly.By the necessities of life I
mean such things as a decent and
healthy room, sufficient clothing
and food to keep the mother and
child in good health, and fuel and
light and water—not a very
ambitious programme.Of course, no humane and
thoughtful person would ever
wish to pay a human being, much
less a fellow citizen, less than
sufficient to procure these bare
necessaries, but unfortunately
employers are not always humane
or thoughtful: and one un-
scrupulous employer is able, by
exploiting unskilled unorganised
labour, to undercut and, perhaps,
ruin his trade rival: hence the
need for legislative interference.Another possible objection is
that if Hongkong is made too
attractive to labour, we shall be
overrun by the teeming millions of
the neighbouring Republic, who
would swamp our already over-
crowded Colony.There are several answers to
this; one is that the immigration
of undesirable aliens can be
checked by the Government and
surplus alien labourers can be
repatriated.Another is that although the
available houses in the urban
districts are overcrowded, the
Colony itself is not. Anyone who
remarks the wonderful progress
in developing the Colony, especial-
ly Kowloon, in the last two years,
will see that there is room for a
very much larger population than
we have at present both at Kow-
loon and on the Island. At Kow-
loon valleys are being filled in,
rough places made plain, and
mountains cast into the sea,
enormous reclamations are in
progress or projected, and with
the improved system of town-
planning now in vogue, and the
improved communications talked
about, there should soon be healthy
accommodation for all classes of
a large commercial and industrial
community both on the Island and
Mainland.Thirdly: I have already referred
to Dr. Wellington Koo and his
progressive ideas. Is not young
China full of idealism? And are
not they the leaven that will
leaven the whole lump? The
local authorities at Canton seem
to be very progressive, full of
modern ideas, and any improve-
ments in the conditions of labour
in Hongkong are likely to be
copied on the adjacent Mainland,
and the excessive flow of immigra-
tion stopped.Another objection to all restric-
tions on labour is that they tend
to drive trade away from the
Colony: I do not think that the
Colony need fear on this account:
no well-conducted and well-
managed industry is likely to be
injured by treating its employees
fairly, and, if the badly conducted
and sweated industries are driven
away, so much the better for the
Colony's physical and moral
health.

11.—Servant Girls.

There remains the vexed ques-
tion of servant girls. Two years
ago I said that slavery is impossi-
ble under the British flag, and that
every slave coming under that
flag becomes free automatically.I have no doubt of the accuracy
of that statement. But although
property in human beings cannot
exist in Hongkong, it cannot be
disputed that the possession and
custody of children is passed from
hand to hand amongst the Chinese
for monetary and other considera-
tions, and that the master or mis-
tress who thus acquires control
over a child regards the child as
property.We are told that the Republic
of China has prohibited slavery;
that may be so, but the custom
above described exists and must
be dealt with.We know that a local Committee
has been appointed to consider
this question, but I venture to
suggest a few points for the con-
sideration of that Committee.We are told that registration of
servant girls would be useless
without inspection involving entry
into private homes, which the
Chinese would very much resent.
I agree. If the inspectors were
men, possibly ignorant of Chinese
language and customs.

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But if women of education and
tact, speaking Chinese, were em-
ployed for this duty I think the
resentment would vanish, and the
Chinese ladies might easily be led
to take a greater interest in the
welfare of their maid-servants.It has been stated that no wages
are paid to the servant girls, and
the only liability which the law
of 1913 casts at present on the
masters and mistresses is to refrain
from cruelty and to provide
adequate food, clothing and
lodging. I submit that the ser-
vant girls should be given the
status of apprentices, and that
the employers should be obliged
to train them either to a trade or
as sempstresses, hairdressers,
cooks, or the like, and to provide
elementary education, reasonable
pocket-money and leisure. At a
suitable age the girl should be
free to take up employment else-
where, or marry.It is most unfair to regard the
cases which appear in the Police
Court as typical of the treatment
of servant girls; the majority are
probably well cared for, but the
exceptional cases prove the need
for inspection and control.It should also be made obliga-
tory upon the employer to provide
adequate medical aid; this is the
rule in England, and having re-
gard to the excellent hospitals,
and public dispensaries, which
exist in Hongkong, I can see no
good reason for the omission of
this provision from the 1913 Act.I believe this point is under
the consideration of the Govern-
ment.

12.—Education.

No discussion of the position of
women and children would be
complete without some reference
to the important subject of Educa-
tion, but I have no time to deal
with that now.It is enough to say, that during
the last two years there appears
to have been a great awakening
on this subject. The supply of
schools is being rapidly increased,
and the question of providing
trained teachers is being dealt
with. Much, however, remains to
be done, and there should be no
 stint of money, and no slackening
of effort.Two incidents strike me as being
of very happy augury for the
future: The boys of St. Paul'sCollege are themselves maintaining
and teaching branch schools in
various outlying districts, and the
girls of St. Stephen's are doing a
like good work for their own sex.This shows that the spirit of ci-
vilization is spreading in the rising
generation, who are taking an inter-
est in the welfare of the community.13.—Recreation Grounds, etc.
The bare provision of necessities
for the unskilled workers and the
children is no doubt a first charge
upon the community, but the ideal
of civilization goes far beyond that.
Modern communities provide not
only schools, hospitals, roads and
streets, police, water, drainage,
light and facilities of transport,
but also the means of recrea-
tion in the shape of public gar-
dens, play-grounds, swimming
pools, baths and wash-houses. The
last mentioned are really essential
to the health and comfort of the
poorer classes.

14.—Conclusion.

I have based my appeal for the
improvement of the condition of
unskilled labour, with special re-
ference to women and children,
upon altruistic motives, but there
are two more aspects to the
question. The first is that the
uncontrolled competition of factory
hands in the Far East is not fair to
the workers and the employers of
the British Empire, Europe or
America. By allowing sweated
labour in the East we are increas-
ing the unemployment of our own
kith and kin, and damaging the
trade of the Colony. The second is
that the workers of the
world are awakening to
the hardships of their condition,
the spirit of Revolution and Bol-
shevism is abroad, even at our very
doors. If we disregard these
omens, we shall indeed be sowing
the wind of discontent and sedi-
tion, and in due season we shall
reap the whirlwind of Revolution
and Anarchy.If, on the other hand, we strive
as a community to "trim" and
feed the lamp of civilization, to
raise our fellow citizens out of
their state of degradation into com-
parative comfort and well-being,
we shall have earned our place in
the Council of the Nation, and
shall be fit to take part in the
Federation of the World for the
good of mankind.

(Continued on Page 4)

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"SWEATED LABOUR" IN HONGKONG.

(Continued from Page 4.)

But the impulse must come from the community as a whole; don't leave it to the Government and then blame them for inaction. Each of us has a tongue and a pen; the officials are not unapproachable, and we have our own unofficial representatives; the Legislative Council, unlike the House of Commons, does not appear to be overwhelmed with work. I have not heard of any all-night sittings.

Every individual citizen should take his part in forming the public opinion of the community, and I specially appeal to the Hongkong Women's Guild and the Hongkong Children's League, and its general President to take the lead in these matters.

I must apologise for detaining you so long; my excuse is that this is probably the last time I shall have the privilege of addressing you, and I hope that others will take up more ably the subjects that I have tried to bring before you, and carry out some of the much-needed reforms.

In order to give point to this meeting and to facilitate discussion, I have drawn up the following series of resolutions for your consideration:

1.—That in view of the terms of the Treaty of Peace, and particularly of the provisions of the League Covenant and Labour Convention contained therein, it is desirable that steps should be taken in Hongkong to secure and maintain fair and humane conditions of labour for women and children in the Colony.

2.—That as a first step, the limitation of the hours of employment of children under the age of 14 in factories and workshops to a maximum of 70 hours per week, and the prohibition of the employment of children in dangerous and unhealthy trades, as recommended by the Sanitary Board in May, 1919, should be enforced at once.

3.—That the proprietors or masters of every factory or workshop employing women or children should be obliged by law to keep a register of the names, ages and sex of all persons employed, and of their hours of employment.

4.—That the weights carried by children employed as coolies should be controlled and regulated, and the carrying of excessive weights by children prohibited in Hongkong as it is in England.

5.—That the Government should be asked to appoint committees to obtain the views of employers and employed with a view to fixing statutory scales of fair minimum living wages and suitable conditions for women and children in the trades and occupations in which women and children are employed, including coolie labour.

6.—That parents of children, and persons who employ children as domestic servants, should be made legally responsible not only for the provision of adequate food, clothing and lodging as at present, but also for the provision of adequate medical aid, and elementary education or suitable training (domestic or otherwise) for such children, and for their general good treatment.

7.—That in order to assist in the enforcement of the provisions indicated above it is desirable that female inspectors should be attached to the Police, Secretariat of Chinese Affairs and Sanitary Board.

8.—That additional playgrounds and recreation grounds should be provided, especially in congested urban districts, including shelters from sun and rain.

9.—That additional public baths and wash-houses for the use of women and children and facilities for swimming should be provided in or near congested urban districts.

Mr. Jackson's Opposition.

Mr. W. Jackson (Kowloon) said:

As one who has been privileged during a fairly lengthy period of residence in the Colony to listen to our well-informed lecturer upon various subjects, and with whom I have invariably agreed, I regret I have to join issue with the learned mover of the series of resolutions before this meeting and with the speakers in support of them. Sweated labour, in the strict literal interpretation of the term, does not in my opinion and in the opinion of those competent to judge and with whom I have discussed the question, exist in Hongkong. I am happy to think that the conditions of the industrial population of the Colony are not such as to call for any drastic measures for legislative interference on the part of this Government. Much as we sympathise with women—especially with women in an advanced stage of pregnancy—and children whom we see daily carrying heavy loads uphill for the palatial residences on the Peak and the higher levels of this island, it must, at the same time, be admitted by those conversant with native life in the interior of China or even in the villages of our New Territories, that the women and children so employed are not the beasts of burden whom the resolutions before us would lead us to suppose them to be, and the more especially when it is remembered that human shoulders are still the great reliance for inland transportation throughout China. Moreover, the air in Hongkong is now and for some time past has been permeated with the germ of industrial disaffection. It is a dangerous movement for this Society, whose membership cannot be supposed to be equal to a knowledge of the industrial necessities of our times, to be the medium for preparing the soil for the cultivation of the germ that might set into the vitals of the industrial and commercial activity of this Colony. It was only quite recently that this Government, pursuant to an Imperial policy, appointed a representative committee to enquire into and report upon the economic resources of this Colony with a view to their development. We might well trust the ability and resourcefulness of that body of gentlemen to have represented to the Government the needs and the abuses, if any exist, of the industrial population of Hongkong. With the provision of more adequate accommodation and facilities, such as are em-

(Continued on Page 5.)

"THE PHARIES."

A Delightful Show.

A crowded house, comprising mostly Service men, greeted "The Pharies" on their opening performance at the Theatre Royal last night. It was a very acceptable programme that they offered, and the applause accorded them was unstinted. Comprising no less than twenty-two items, the programme was chiefly distinguished for the variety of the songs given, which were interspersed at suitable intervals with amusing comedy episodes. Of the latter, the song scene, which incorporated three different scenes, was a source of great delight. "Hindustan" was expressively sung by Mrs. R. N. Stopford; the Indian episode, characterising a little Indian homily, was well accompanied by appropriate mannerisms, and finally "Lililaba" an Indian "maiden," executed a native dance with a grace all her own, or rather, his own. A refreshingly inconsequent burlesque entitled "Who did it belong to?" was another acceptable item, the members of the cast displaying histrionic skill in the performance of their respective parts. A word is due to the efforts of those concerned, and for the effectual stage effects, which contributed to the general success. The Band of the Wiltshires, lent for the performance by kind permission of the Officers, played the overtures, and various selections during the interval.

The good object served by the performance (the K. 5 disaster-fund) is a recommendation in itself, and it is hoped that the success which attended the performance last night will be repeated to-night.

BILLIARDS.

The Open Championship

The first match in the second round of the open championship was to have been played at the V.E.C. last night, between Mr. F. M. Ozorio and Mr. E. Guimaraes. It had to be postponed because of Mr. Ozorio's absence and will be played at 6 p.m. to-day.

Ho Kom-long Cups.

Playing at the Palace Hotel last night, Mr. W. Smith (-200) beat Mr. C. Bond (-150), 250-178.

Best breaks: Mr. Smith 23, 19, 17; Mr. Bond, 18.

Mr. J. Sowray (-200) beat Mr. A. Greenstett (scr.), 250-194.

Best breaks: Mr. Sowray, 25, 24, 23, 20, 20, 17, 16.

To-night's Match.

6 p.m., Mr. H. Davies (-150) v. Mr. T. W. Cheung (-300).

Garrison Mess v. R.G.A. Lyemun.

Played last evening in the Garrison Mess, the home team winning by 4 games to 2. The scores were as follows:—

GARRISON MESS (4).

Q.M.S. Stanley 150
S.M. Stroud 150
Sgt. Floyd 117
S.M. Carter 150
S. Sgt. Horrocks 141
Sgt. Scouler 150

R.G.A. LYEMUN (2).

B.S.M. Davies 117
Sgt. Allan 136
Sgt. Beatwell 150
Mr. Gnr. Bines 98
Sgt. Marshall 150
Sgt. Phillips 121

The highest break (37) was made by Sgt. Beatwell.

PORT OF MANILA.

Commission to Handle Cargo.

An agreement reached at a conference between representatives of the steamship companies interested in Manila commerce and the insular Collector of Customs formed the basis of an eleventh hour piece of legislation which paves the way for a complete change in the system of operation of the Manila piers in so far as the handling of freight is concerned. The arrangement is to be under the control of a commission composed of five persons, four to be appointed by the Governor or General with the approval of the senate and the Collector of Customs to be the fifth member.

This agreement was drafted into a bill which was presented in the Senate by Senator Sigson Encarnacion, and which was passed along with numerous other important measures. Immediately after its passage in the senate it was sent to the house, where its passage is considered certain.

The associated steamship lines committee which conferred with the Collector of Customs and reached the agreement forming the basis of this bill was composed

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Prices - - - - - \$3, \$2 and \$1.

NOTICE.

THE INDO CHINA STEAM NAVIGATION CO., LTD.

The Directors of the above Company have declared an Interim Dividend on Deferred Shares for the year 1920 at the rate of 6/- per share.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 2/10 per dollar.

Dividend Warrants will be obtainable on and after Saturday, 26th February, 1921, at the Company's Office.

Transfer Books of the Company will be closed from 19th February to 26th February, both days inclusive.

JARDINE MATHESON & CO. LTD. General Managers. Hongkong, 26th January, 1921.

NOTICE.

HONGKONG & SHANGHAI BANKING CORPORATION.

Notice is hereby given that the ordinary yearly meeting of the Shareholders in this Corporation will be held at the City Hall Hongkong on Saturday 26th day of February 1921 at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of accounts for the year ending 31st December 1920.

The Register of shares of the Corporation will be closed from Saturday 12th February to Saturday 26th February 1921 (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Court of Directors

A. G. STEPHEN,

Chief Manager

Hongkong, 5th February, 1921.

HONGKONG BOXING ASSOCIATION.

First TOURNAMENT Monday 21st February at 9 p.m. at the MING YUEN GARDENS.

MAIN EVENT. 15 round Catchweight Contest.

"Sky" Kerrison, (Welterweight champion of the Colony).

A. B. Hewlitt, H.M.S. Alacrity.

Booking at Moutries, FRIDAY February 18th—Members (on production Current Membership Cards only).

SATURDAY 19th and MONDAY 21st—General Public.

Special Trans will be run before and after the Tournament.

LADIES GOLF.

A cup has been presented by Miss Healing which will be played for on Tuesday, March 22nd, against Bogey over Old Course Fanning. Post entries. Players to arrange opponents.

of Mr. Victor C. Hall of the Robert Dollar Company, as chairman, Mr. Kinney of Struthers and Dixon, Inc. and Mr. Price of Macleod and company, Inc. The bill was drafted by the committee and the Collector of Customs. The bill provides that the members of the Harbour Commission be citizens either of the Philippine Islands or the United States. They must be thirty years old, and they must be residents of the city of Manila.

NOTICE.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE is hereby given that the Ordinary Annual General Meeting of Shareholders in this Company will be held at the Hongkong Hotel, Hongkong on Saturday, the 19th February, 1921, at 11.30 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December 1920.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th February to the 21st February (both days inclusive), during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON General Managers. Hongkong, 31st January, 1921.

THE GREEN ISLAND CEMENT CO., LTD.

THE THIRTY SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong on TUESDAY, the 22nd day of February, 1921, at 11 o'clock in the forenoon for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1920 and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY the 12th February, 1921, until TUESDAY, the 22nd February, 1921 both days inclusive.

By Order of the BOARD OF DIRECTORS. Hongkong, 3rd February, 1921.

WAR MEMORIAL.

SUBSCRIPTION LIST.

For the erection by Public Subscription, of a building to be known as Y. M. C. A. Lines, to be called the "War Memorial Institute" and to be managed for the joint use of the Navy, the Army and Civilian by a Joint Board of Directors.

A portion of the sum raised will be devoted to the erection of a permanent stone memorial which will be put in hand at an early date.

Lists may be found at: Messrs. Lane Crawford Messrs. Kelly & Walsh Messrs. Moutrie Messrs. Wm. Powell Ltd. The Hongkong Club The Hongkong Cricket Club The Club Lusitano The Engineers' Institute The Victoria Recreation Club The Kowloon Cricket Club The Kowloon Bowling Club The Peak Club The Club de Recreio The Craigiepower Club

M. J. BREEN, Hon. Secretary War Memorial Committee.

UNION WATERBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS The Sixteenth Annual General Meeting of Shareholders will be held in the Offices of Messrs. Dodwell & Company Limited on Thursday the 17th February 1921 at 11 a.m. for the purpose of receiving the report of the General Managers together with a statement of accounts to 31st December 1920.

The Transfer Books of the Company will be closed from the 7th to 17th February 1921 both dates inclusive.

DODWELL & CO., LTD. General Managers.

NEW ADVERTISEMENTS.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 2nd. March 1920, commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street

A Quantity of Valuable Household Furniture

Comprising:—

Blackwood chairs, flower stands, stools, & table, Chesterfield couch, easy chairs, teak overmantels, teak desks and bookcases, pictures, carpet, rugs, etc. etc. Teak dining tables and chairs, teak sideboards, dinner waggons, ice chest, cutlery, electro-plated & glass ware, etc. etc. Double brass & teak bedsteads, teak wardrobes with bevelled mirrors, teak dressing tables, washstands, chest of drawers, etc. etc.

1 Indian Motor Cycle with side car

2 Grand Pianos

On view from Tuesday, the 22nd inst.

Catalogue will be issued.

Terms: Cash on delivery.

LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 19th Feb., 1921, commencing at 11 a.m.

at their Sales Rooms, Duddell Street

10 cases Coloured Woollen Yarn 3 ply Rose Wheeling

4 cases Worsteds Border Venetians

1 case Suitings

1 case Black Brocades

6 Suit Lengths

2 cases Toilet Soap

14 Steel Trunks

183 Galvanized Oval Baths, sizes ranging from 12" to 30"

8 Garden Parks

Terms:—Cash on delivery.

LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 22nd February, 1921 commencing at 2.45 p.m.

at No. 5 Aimal Villas, Kimberley Road, Kowloon

A Quantity of Valuable Household Furniture

(Particulars from catalogue)

Terms: (ash on delivery

LAMMERT BROS., Auctioneers.

FOR SALE.

MILNER'S SAFES

APPLY TO

LAMMERT BROS.

Duddell Street.

FOR SALE.

One Hornsby—Ackroyd Oil Engine—3½ Horse Power. Fuel: Kerosene. Complete with cooling apparatus; in good condition. May be viewed by appointment at:

GUN CLUB HILL BARRACKS KOWLOON.

Apply to the undersigned.

LAMMERT BROS.

RACE BOOKS.

The Race Book is now ready and the only Authorised Edition is that published by Messrs. NORONHA & CO., WHICH IS COPYRIGHT UNDER ACT OF 1911.

R. J. PATERSON, Clerk of the Courses. Hongkong, 15th February, 1921.

WANTED.

WANTED.—Single man desires one or two furnished rooms, with or without board. Central district preferred. Reply with terms to Box 512 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—Spacious Offices on Ground Floor in Central District. Apply Box 511 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—4 Cylinder, 12-16 H. P., five seater Humber Car, wire wheels with spare, acetylene lighting. May be viewed at the Hongkong Electric Company's North Point Generating Station any time by appointment.

REPULSE BAY HOTEL.

DINNER DANSANT.

Wednesday, 16th. February,

Saturday, 19th. February.

MISS ALMA ADAIR

"That American Singer of Popular Songs"

Direct from Broadway, New York, late of

Low Field's "Poor Little Ritz Girl"

B. F. Keith's "New York Vaudeville Houses,"

J. J. and Lee Shubert's Winter Garden.

New York,

and the

Capitol Theatre, New York.

MISS ADAIR HAS KINDLY

CONSENTED TO RENDER SOME

OF THE LATEST SONGS.

REPULSE BAY HOTEL.

The approach roads to the above Hotel are closed temporarily for the purpose of regrading. Patrons are, therefore, kindly requested to use the steps opposite the main entrance until completion of such work.

REPULSE BAY HOTEL.

FANCY DRESS BALL

Derby Day—Thursday, 24th February, 1921.

At the request of numerous patrons, the management have decided to alter the above from a Supper Ball to a Fancy Dress Dinner Ball; therefore, tables may be booked on the usual lines, and holders of the supper dance tickets can obtain a refund on presentation of such tickets. The charge per head for the Dinner Ball will be on similar lines to the usual Wednesday and Saturday dances.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From NEW YORK via JAPAN PORTS, DAIREN & SHANGHAI.

THE Company's Steamship

"ALTAI MARU,"

having arrived from the above ports. Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 22nd inst., will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

	(Direct)	
"MENTOR"	22nd Feb.	London, Amsterdam & Hamburg
"TEIRESIAS"	1st Mar.	Amsterdam, London & Antwerp
"HELENUS"	8th Mar.	London, Amsterdam & Hamburg
"STENTOR"	15th Mar.	London, Amsterdam & Antwerp
"NINGCHOW"	22nd Mar.	London, Amsterdam & Hamburg

LIVERPOOL SERVICE

	(Direct or via Continental Ports)	
"TITAN"	1st Mar. Genoa, Havre, L'pool & Glasgow	
"ACHILLES"	6th Mar. Genoa, M'los, L'pool & Glasgow	
"TELAMON"	15th Mar. Havre & Liverpool	
"KT. of the GARTER"	29th Mar. Genoa, M'los, L'pool & Glasgow	

PACIFIC SERVICE

	(via Kobe and Yokohama)	
"TEUCER"	23rd Feb.	Victoria, Seattle, Tacoma and Vancouver
"TALTHYBIUS"	16th Mar.	
"TYNDAREUS"	6th Apr.	

NEW YORK SERVICE

	(via Suez or Panama)	
"EURYPYLUS"	2nd March	via Suez

HOMEWARD PASSENGER SERVICE

"MENTOR"	22nd Feb.	for London
"TEIRESIAS"	1st March	for London
"STENTOR"	15th March	for London
"IDOMENEUS"	12th April	for Liverpool
"PYRRHUS"	3rd May	for London
"ANCHISES"	21st June	for Liverpool
"MENTOR"	5th July	for London
"TEIRESIAS"	19th July	for London

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.
The Steamship

"SATSUMA"

having arrived from New York via ports, on 10th inst. Consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hon Shan Godown Co., 16 & 17 Kennedy Town, Praya, Hongkong, and stored at Consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 15th inst. by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here after which they cannot be recognized.

No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 16th inst. will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for Counter-signature immediately.

PACIFIC S. S. CO.,
Barber Steamship Lines Inc.
THE ADMIRAL LINE.
Agents.
5th Floor Hotel Mansions,
Hongkong, 10th February, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO

LEITH, LONDON and STRAITS.

The Steamship

"BENMOHR"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 22nd instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON
& CO. LTD.
Agents.
Hongkong, 9th February, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From EUROPEAN PORTS

The Company's Steamship

"ALPS MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 19th Feb. 1921 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All Claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA,
Y. YASUDA,
Manager.

Hongkong, 13th February, 1921.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"DUQUESNE"

having arrived from New York via ports, on 13th inst., consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hon Shan Godown Co., 16 & 17 Kennedy Town Praya, Hongkong, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 18th inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after 19th Feb. 1921, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

PACIFIC STEAMSHIP CO.,
United States Shipping Board
Emergency Fleet Corporation
Barber Steamship Lines, Inc.
Managing Agents.

THE ADMIRAL LINE.
5th Floor Hotel Mansions.
Hongkong, 13th February, 1921.

W. S. BAILEY
& CO., LTD.ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.HARBOUR REPAIRS
Call Flag "L."Sole Agents for
"KELVIN MOTORS."Motors from 12 B.H.P. to
50 B.H.P. now in stock
also spare parts.

Works ... Tel. K.21.
Manager ... K.329.
Secretary ... K.369.
Harbour Engineer ... K.28.
Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

S.S. "PERSIA MARU"
From SAN FRANCISCO via
HONOLULU, JAPAN PORTS
& MANILA.

The above named Steamer having arrived on Tuesday, the 15th Feb., 1921, consignees of cargo are hereby notified to present their Bills of Lading for countersignatures, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Tuesday the 22nd Feb., 1921.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Saturday the 20th Feb., 1921, at 11 a.m.

No Claims will be recognized after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,
Manager.
Hongkong, 15th January, 1921.

WATER RETURN.

Level and Storage of water in
Reservoirs on Feb. 1, 1921.CITY AND HILL DISTRICT WATER
WORKS LEVEL.

	1920	1921
Tyrum	9.3 Below overflow	16.3 Below overflow
Tyrum	23.24 Below overflow	29.3 Below overflow
Tyrum later	6.3 Below overflow	12.7 Below overflow
Tyrum Tuck	24.9 Below overflow	29.7 Below overflow
Wongnei	35.0 Below overflow	26.1 Below overflow
Poktulum	14.9 Below overflow	15.9 Below overflow

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

	1920	1921
Tyrum	310.17	257.76
Tyrum Reservoir	1.30	8.21
Tyrum Intermediate	160.18	118.80
Tyrum Tuck	817.60	1,198.15
Wongnei	1.39	6.12
Poktulum	34.51	32.46
Total	1,355.54	1,608.28

Consumption of water in the City and Hill
District in millions and decimals of gallons
during the month of Jan.

	1920	1921
Consumption	102.97	222.91 M. gallons
Estimated supply	277.900	281.400
Consumption per head per day	22.4	25.5
Constant supply in all districts during Jan. of both 1920 and 1921.		

KOWLOON WATERWORKS LEVEL.

	1920	1921
Kowloon	6.5	2.10
Gravitation	Below	Below
Reservoir	Below	Below

STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

	1920	1921
Kowloon	263.62	323.56
Gravitation	102.9	47.22
Estimated population	1,104,750	1,106,550
Consumption per head per day	14.5	12.4

The Government Analyst's reports show that the water is excellent quality.

W. CHATHAM,
Water Authority.

"SWEATED LABOUR"
IN HONGKONG.

(Continued from Page 4.)

odied in the last of the resolutions before us, for greater municipal amenities, for the physical comfort of the poorer working classes of the Colony, I am entirely in sympathy and agreement. Beyond an expression of that sympathy I do not think the Church of England Men's Society should at present go. I am inclined to think that the adoption of these resolutions is calculated to work mischievous harm, and I question whether under the constitution of our Society all those present at this meeting would be considered in order in voting on the resolutions before us. With all respect to Mr. Bowley and to his earnestness of purpose and good intention in framing the resolutions, I beg to move an amendment that they be not adopted, and I would ask any gentleman present sharing my views of the question to second my amendment.

The Chairman pointed out that this was not a meeting of the Church of England Men's Society but a meeting called under the auspices of the Society. He supposed the majority present were not members of the Association.

Dr. Pearce expressed the view that it was better to arouse and to develop public opinion in the Colony through the leaders of the Chinese community. It seemed to him that an attempt should be made by literature specially prepared to influence the people more directly concerned—the employers of labour. Something more might be done to awaken public feeling through the influential Chinese, who had really done so very much to help forward any benevolent schemes.

Mr. Jackson: Notwithstanding the explanations by the Chairman regarding the auspices under which the lecture is being given, I maintain that the Society is being used as a medium for breeding industrial disaffection.

Mr. Wells spoke in favour of the resolutions. The fact that nothing had been done by the Government for two years after it had been brought to their notice by the Sanitary Department was very sad.

Mr. A. H. Crook contended that the lecturer had enormously exaggerated for his own purposes the sufferings of the Chinese children and had given no statistics to support his views. If children toiled up to the Peak with heavy loads the remedy was simple. "Let Mr. Bowley live on the plains and not on the Peak. It is his fault. If he will live down below there will be no such trouble." Mr. Crook urged that fox-hunting at Home was a far more cruel sport than any instances of cruelty he had seen in China. Proceeding he said Mr. Bowley suffered from a bacillus—the bacillus of inspection. The system of inspection had not worked well in England and in China there was the added difficulty of dealing with the native population. For a foreigner to inspect the domestic arrangements of Chinese would bring about Bolshevism and anarchy.

Mr. Cartwright strongly supported the resolutions, and after Mr. Bowley had replied to the criticisms offered, the Chairman put the resolutions separately. All were carried, some unanimously and others with dissentients.

The Chairman expressed thanks to Mr. Bowley for his interesting lecture and the meeting terminated.

SHIPPING.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART
MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
AMELAND	February	Rotterdam & Hamburg	21st Feb.
ALDERAMIN	March	Amsterdam & Hamburg	21st Mar.
TJIMANOEK	April	Rotterdam & Hamburg	21st April.
BOEROE	May	Rotterdam & Hamburg	21st May.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,
York Building.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

on the 1st March.

Singapore and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Telephone No. 1574.

Agents.

HONGKONG, CANTON & MACAO
STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAM-
BOAT CO., LTD., AND THE CHINA-NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) & 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) & 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 9 a.m.)
From Macao—Daily at 8.00 a.m. and 2 p.m. (Sundays at 5 p.m. only).Further information may be obtained at the Coy's Office, Hotel Mansions
or from Messrs. Tios, Cook & Son, Booking Agents, Hongkong.

WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U. S. Shipping Board steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER
via Kobe and Yokohama.

"WEST IVAN"

25th February.

Further sailings to be announced later.
Through B/Ls issued to all Overland Common
points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

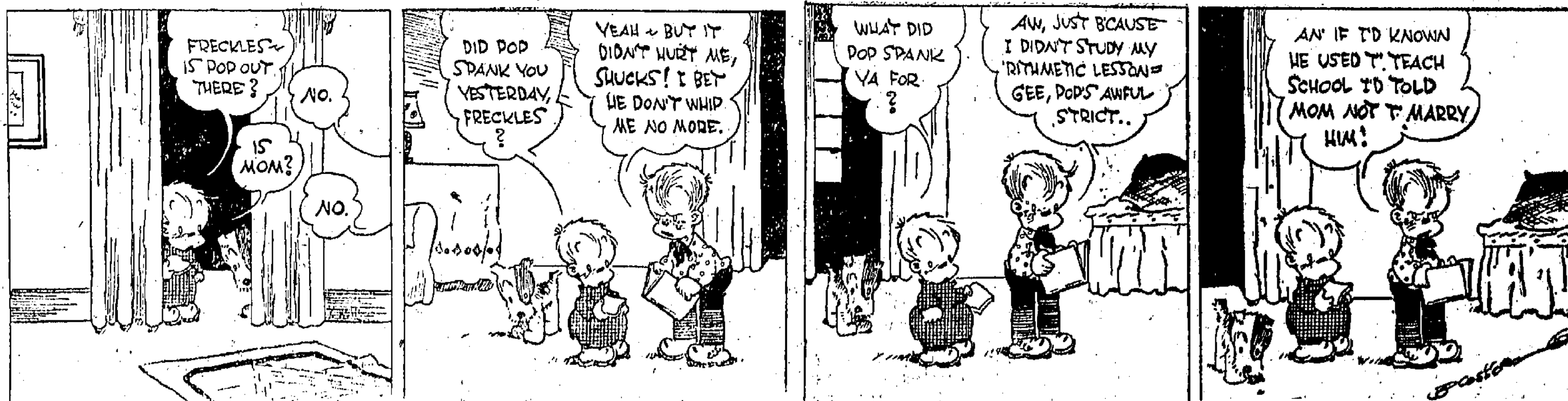
1st Floor, Hotel Mansions.

Telephone 3507.

FRECKLES AND HIS FRIENDS

Freckles and Tagalong Hold a Conference

BY BLOSSER.



A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

JEFFREY'S
CELEBRATED
PILSENER BEER.

BREWED IN SCOTLAND.

Prices:—per case of 7 doz. \$24.00
per doz. - - - 3.50
(INCLUDING DUTY)

PHONE 616.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

Office address: 11, Ice House Street.

Death.

GARDINER.—At Rose Terrace, Kowloon, on February 15, John Henry Gardiner, aged 49 years. Funeral passes Monument at 5.00 p.m. to-day.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 16, 1921.

THE KOWLOON RESIDENTS' ASSOCIATION.

If there ever existed any doubt as to the desirability of the formation of such an organisation as the Kowloon Residents' Association, it has surely been dissipated by the splendid record of work which that body has performed during the first year of its existence. At the annual meeting held on Monday, it was shown that the Association had been almost continuously engaged during the twelve months on matters pertaining to the general well-being of the community across the harbour, and that the activities upon which it had been engaged had not only been to the public advantage, but that they had also been appreciated by the Government. Emphasis was rightly laid on the point that the Association exists to serve the public, not to attack the "big ones" of the Colony unless these latter interfere with the common weal; and that it seeks to assist the Government, and not to obstruct it. Proceeding on that policy, the Association has been able to accomplish much during its brief period of existence, and if it works on the same basis in the days to come, it should be able to do even more.

We have not the space here in which to review the whole of the past year's doings, but there are one or two questions which deserve a line or two. The provision of a hospital is rightly put in the forefront of the Association's programme, and when that institution is established it will be something to which the K.R.A. will be able to point with justifiable pride, as evidence of its labours for the public. The Association was able to get the Government to change the site of the hospital, making it much more accessible, but, despite the vote in this year's Budget, the project now seems to be hanging fire. For that fact the Government, and not the Association, is to blame. As to the housing question, we recognise the value of the work which the K.R.A. has done in getting some rents reduced, though we think the upward tendency of rentals applies to rather more than "a few cases." The standard prevailing in respect of much old property is certainly far higher than it should be. The provision of more houses will, in course of time, have its effect, no doubt, though even for newly-built residences almost any figure can still be secured. Many of our leading firms should follow the Government's example of building for their employees, and, above all, people who are willing to build, but who have not the ready cash, should be assisted by the Government much more than they have in the past. The fact remains that the Government's housing loan scheme has, so far as individuals are concerned, proved a huge disappointment. The motor-bus service, when in operation, should help to open up outlying territory, but here again the Government appears to have hung matters up, despite the fact that some time ago the acting Colonial Secretary gave the impression that the authorities were merely waiting for the K.R.A. proposals, which have long since been sent in.

If there is one word of caution that we would utter it is that the Association should refrain from attempting too much. To concentrate on half a dozen really important questions and to deal with these thoroughly will be a far better policy than the dissipation of time and energy on hundreds of issues of lesser value. After all, the Association's chief aim should be the handling of what we may term municipal matters; it can and ought to perform the functions, after making allowances for local conditions, of a Municipal Council. The advocacy of public bathing places and other means of recreation comes within its purview, within certain limits, but we cannot see that it needs to bother about athletic meetings, debating societies, concerts, and the like. These things are all very admirable in their way, but they can be safely left to existing organisations, with which the K.R.A. should not attempt to compete. The K.R.A. was formed to do work which nobody else was doing, and there is ample scope for its activities without impinging on others' preserves. It has now established itself as a most useful public body with a record which must compel general commendation. Let it carry on as it has during the past twelve months, and it will retain the confidence of the public and the goodwill of the Government.

NOTES AND COMMENTS.

Reply to Mr. Holyoak.

The Hon. Mr. P. H. Holyoak's letter, which we published yesterday, replying to our leader of Monday on the question of traffic control, calls for one or two observations. We don't wish to haggle over this question because it is one which, if stirred too hastily, will be found to contain mud at the bottom. Mr. Holyoak says that neither the meeting nor himself advocated the use of force to secure traffic control. We never said that he did, though we did not hesitate to condemn what he told us was done in Shanghai, adding the hope that we should never see such a procedure followed here. According to the reporters present at the meeting Mr. Holyoak said that "the primary difference between Shanghai and Hongkong control was not a very big one; but in Shanghai they had Police on duty with drawn batons, and if a man did not obey the orders he was promptly smacked on the side of the head with the baton. It made a tremendous difference in the control of traffic; but this was a British Colony, and they had to be a little more careful what they did." If he did not advocate the use of force in Hongkong in so many words, his remarks regarding Shanghai certainly left it open to an inference of that character. Why else refer to the use of batons as instruments of correction as making "a tremendous difference" in the control of traffic? Even in his letter to us yesterday Mr. Holyoak says "some display of force is necessary to stop the indiscriminate rush of rickshaws and chairs when the Theatre is discharging" so his mind is not altogether free from the idea of forcible persuasion.

Our Object.

We presume that Mr. Holyoak has read what our contemporary, *The South China Morning Post*, had to say yesterday morning regarding traffic control in Shanghai. It quoted Shanghai critics to show that motorists up there think that the traffic control of the Settlement is one of the worst in the world. But Mr. Holyoak is loud in his praises of it, which all goes to show that no matter what you give some people they will never be satisfied. Let us all be honest enough to confess that we are selfish—selfish in almost everything. We want just the things that please us; the earth-quake probably curses the foreign motor car that interferes with his carrying and endangers his safety, and the motorist curses the coolie for dumping his baskets and stones by the roadside. And the only way to give satisfaction to both is to control both; limit their individual liberty so that they can gain a reciprocal liberty. The slogan of the day is "Organise" and by all means let us organise our local traffic to the very utmost of our ability. But let us steer clear of the idea that any one section has greater rights than another and is entitled to some consideration. It is because some motorists have adopted a monopolistic attitude that we have endeavoured to bring them back to earth. The little bit of control that was put on some time ago annoyed them exceedingly. We know. And our Traffic Department is far from being the best-loved department of the Police Force. We think it honestly tries to do its bit in the interests of the greater public but receives more kicks than thanks. And the public might like to know that at its head is a London-trained traffic expert. When Mr. Holyoak and the Association he speaks for begin to assist instead of condemn, we shall be happy to admit that motorists do require the control they apparently languish for. But, be it remembered, it must be control for all.

The Fire Brigade.

We were glad to receive a letter yesterday from a member of the Fire Brigade in regard to our recent comments, because it gives us the opportunity of emphasising that our strictures were not against the men engaged in fire-fighting work, but against the system under which they labour. Our correspondent is a little astray in imputing to us the statement that our firemen are not trained—what we did say was that the European members of the Brigade are policemen and that such training as they receive in Fire Brigade work is not as thorough as it would be were they wholly engaged on such work. Seeing that they have Police as well as Brigade duties to perform,

DAY BY DAY.

A FIXED IDEA ENDS IN MADNESS OR HEROISM.—Victor Hugo.

A coolie was yesterday killed on the Pooksang by the fall of an anchor. His remains were subsequently removed to the Kowloon Mortuary.

The transport "Himalaya" is due to sail at 7 a.m. on Sunday next, for Home. She is advised as calling at Singapore, Colombo and Bombay.

Yesterday's health return shows one fatal case of cerebro-spinal fever (Chinese) and one imported non-fatal case of small-pox (Australian).

The N.Y.K. Company, notifies us that any expectation that the s.s. Cap Finisterra might be put on the berth to Europe this spring will not be realised, as a cablegram received to-day from the Head Office, Tokyo, advises that the steamer is withdrawn from the European run.

The Army is unable to raise a Rugby team against the Navy for to-day's proposed match, and the result is that the latter become winners of the trophy. A match has been arranged between the Navy and The Rest on Saturday, at the conclusion of which the Hon. Mr. P. H. Holyoak, President of the Hongkong Football Club, will make the presentation of the trophy.

A seaman, named Michael Fahrey, was this morning fined \$5 under a conviction for being inebriated. Sergeant Shafton, in his statement to the Court, showed that Michael, after an unusually convivial night, went to sleep on the Morrison Hill Road, a very risky choice, when motor traffic along that road is considered. However he was discovered in time by the Police, who took him under their care for the night.

ARMED ROBBERS.

Women and Children Attacked.

From Chin Wan comes a report of two armed robberies perpetrated by a gang whose activities would appear to be chiefly directed against harmless women and children. On the road from Chin Wan to the Autau district, near I Kan Hang, three women and two children, who travelled together for greater safety, were intercepted by the gang of robbers and chased. One woman, who was encumbered by the fact that her young son was with her, was easily overtaken by the robbers and searched. A sum of \$1.20 was stolen from the child, and the robbers were preparing to execute their search with greater energy when a party of grass-mowers, attracted by the cries for help came to the woman's assistance. On perceiving these new-comers, the robbers, who numbered seven, fled, and were not further heard of until a report was made the same day from another quarter which suffered a similar robbery at the hands of the gang. In this case, a Chinese female, 18 years of age, a native of Chin Wan, along with another woman, were attacked by the gang on the road from Pak Heung and relieved of jewellery of the value of \$7.70.

The reports made to the Police subsequently showed that one of the gang was armed with a revolver. He was recognised as being a native of Min Fa Ti.

they certainly do splendidly, but we reassert that this dual status of the men is bound at times to react to the disadvantage of one Force or the other. No; fifteen dollars a month is not adequate pay for Europeans liable to be called up at any time to a fire, with its attendant risks. But the real remedy is not to pay more and continue the present unsatisfactory system. Let us have a Brigade superintended and manned exclusively by fully-trained men—and let us pay them well for the job. A necessary corollary, of course, is up-to-date equipment; and we have it on the word of one of the firemen that that is what the Colony does not now possess.

AN ISLANDER'S DIARY.

(By "Ajax.")

The week has been marred by the distressing motor accident that occurred at West Point on Chinese New Year Day. Into the question of confining cracker-firing to some restricted area I have no desire to enter here. There has been a lot of indiscriminate throwing of crackers, and a young girl whom I know had the painful experience of getting a cracker thrown on her nose! Again, people in public chairs have had these missiles thrown on them from house-tops. This is very annoying and especially so to nervous ladies, for some of the fireworks this year were more bombs rather than crackers.

On the need for greater supervision of pedestrian traffic on the main roads, to which attention was drawn at the last meeting of the Hongkong Automobile Association, the remarks of Mr. Holyoak are very sound. It is unfortunate that Mr. E. D. C. Wolfe, when he was Captain Superintendent of Police, should have failed in his scheme of traffic regulation. This was principally due to the inexperience of the Indian constables on duty. With the number of motor cars plying on the roads continually increasing this question of traffic control will have to be faced and solved. It should not be difficult if the Policemen on duty at the different points of the main roads are taught how to handle pedestrians. I admit that it is not an easy thing to teach the Chinese the rule of the road. The need of greater control over pedestrians is nowhere more urgent than on Queen's Road East. The constables placed here are, in the words of Mr. Holyoak, windmills. A policy of destruction is easier to follow than one of construction, and so it is easier to attach blame than to take practical steps to remedy a state of affairs that seems to grow worse daily, and certainly will grow worse as the number of cars increases. The series of motor accidents, tragic and otherwise, that has lately come before the public's notice has brought forth various comments and complaints against the P.W.D., joyriders, road hogs, etc. We also blame the coolie who stolidly stands in the street quite unconcerned and oblivious to the fact that a motor car is passing at his very heels. But maybe the coolie of yesterday will be the chauffeur of to-morrow.

The recent despatch from the Secretary of State for the Colonies settles once and for all the question of the emigration of Chinese to Cuba from Hongkong. The ban has now been put on direct emigration, and it is quite likely that the Cuban Government may totally prohibit the admission of Chinese labourers into the country. As is well known, it was only during the War that an Ordinance was introduced in Cuba permitting entry of Chinese labourers into Cuba, and that for two years after the termination of the war. At the time it was not thought that the war would drag on so long, and it is quite likely that the Cuban Government may send the whole kaboodle back to their homes. The Chinese have been going to Cuba in boat loads, and this has frightened the Cubans, who have never liked the Chinese intrusion. The economic crisis in that country has thrown a very large number of these Chinese out of employment and it is whispered that the Cuban authorities may deem it necessary to transport them back to China. The Chinese labourer finds Havana an El Dorado, and emigration to Cuba has been on a very large scale. In this connection it will be news to many to learn that one boat that left Macao with a large number of emigrants, after evading the authorities in Hongkong, has been fined. What the amount of the fine is I do not know, but the Cuban Ordinance mentions that when a boat leaves a port without having the passports visaed by the Consul there, a fine not exceeding \$50,000 may be inflicted on the owner of the vessel. In this case, the vessel left Hongkong and picked up the emigrants at Macao, and proceeded to Shanghai, but the Portuguese Consul at Shanghai, who acts for Cuba as well, has not the power to visa passports for Cuba.

CURIOUS MISHAP.

Carrying a child, a woman was blown into Whitby harbour, but the two were saved.

AVIATION NOTES.

(By "Meteorite")

The abrupt termination of the flying exhibition at the Happy Valley on Sunday provided a little more excitement than those who went there in expectation of being thrilled, had bargained for. Incidentally, a number of residents who hitherto had not witnessed the satisfaction of witnessing one and of perpetuating through the record of the Kodak or the retention of a little bit of wreckage—as some were noticed to do—the history of the first aeroplane mishap in Hongkong. There is an impulse, under the circumstances, to let disappointment over the loss of what promised to be a unique show, result in views being expressed in some quarters as to the qualifications of the pilot. But the explanations so clearly put forward in the local press and endorsed by many of our local ex-airmen should serve to put matters in their right light, in the recognition of the ingenuity of man may achieve in the promotion of his own interests, he must always be more or less at the mercy of the elements.

It is the opinion of those competent to speak on such matters, that the accident resulted from certain atmospheric conditions which, in a cup-shaped depression like the Happy Valley, promoted a trend of treacherous currents against which the best of airmen have found it difficult to contend. Certain it is that Mr. Lim On, who, from all accounts, is by no means unskilful, could do no more than he did that day, and if a mishap did occur under the changeable conditions that existed at the Valley that it could only be attributed to his desire of serving the public who had paid for admission and who would naturally feel disappointed at not witnessing the promised stunts. In this, Mr. Lim On told the writer afterwards, he was acting against his better reasons which told him that to attempt to fly in Happy Valley that day would be a risky undertaking. Thus was better reason submerged to a sense of public responsibility.

Mr. Lim On was perhaps too optimistic in saying that the aeroplane could be rebuilt by the refitting of a new fuselage and propeller. The vitals of the plane appeared to be considerably shaken by the fall, and on their preservation depended the optimistic hopes of the aviator. Since these notes were written, the announcement has been made that the owners have decided to bring over another aeroplane from America to continue the exhibition so unexpectedly interrupted.

There arrived in the Colony yesterday a distinguished visitor from Home in the person of Lt. Colonel Robert Loraine, M.C., D.S.O. late of the Royal Flying Corps and the Royal Aerial Force, who combined a distinguished record in the late war with an equally marked career on the stage. In the early days of aviation Lt. Colonel Loraine was a noted pioneer and achieved a long-distance flight which in those days was a record. In 1911, in a Henry Farman machine, he flew from Bourne-mouth across the Irish Sea to Alum Bay Heights, negotiating a distance of 64 miles in one-and-a-half hours. The machines of those days, Colonel Loraine informed me, could do only 45 miles an hour and it was a marked sign of the rapid progress of aviation that a modern aeroplane could perform three times as much in the same time. His experience at Home in connection with the cross-Channel service was that civil aviation could be made to pay. The slow progress of aviation at Home in respect of local points he attributed to the little requirement for it, but for longer distances, such as between London and the Continent, or between points placed in so large an area as China where the means of transport have so far been imperfectly developed, the aeroplane provided a useful means of communication.

Colonel Loraine's work in connection with aviation is chiefly remembered by the initial use which he made of establishing wireless connection between an aeroplane and the ground. This was first demonstrated in his remarkable flight across the Irish Sea, and a testimony of the recognition of its usefulness was given in the

DEATH OF MR. J. H. GARDINER.

A Well-known Solicitor.

With regret we have to record the death of Mr. John H. Gardiner, one of the Colony's best-known solicitors. As recently as Sunday, February 6, he was playing his favourite game of golf, but having, as he thought, taken a slight chill, he retired to rest early. Mr. Gardiner kept to his bed for some days, when medical advice was obtained. Pneumonia subsequently developed and deceased passed away at his residence Rose Terrace, Kowloon, last evening, despite the unremitting attention of his doctor and two nurses. The news of his death has been received with painful surprise by a very wide circle of friends.

The late Mr. Gardiner, who was 49 years of age, first came to Hongkong to the office of the late Mr. O. D. Thompson, later joining the firm of Messrs. Bruton and Hett. Soon afterwards he went in practice on his own and had built up a large connection. He was noted for his ready generosity in assisting those who could scarce afford legal expenses, and enjoyed a wide popularity among all the communities of the Colony. In private life he was a keen billiards and golf enthusiast, and had often acted as referee at the billiard contests at the V.R.C. During the war he was a member of the Hongkong Volunteer Reserves.

Much sympathy will be extended to Mrs. Gardiner, who is at present Home on holiday. It was Mr. Gardiner's intention to join her during the coming summer. The funeral takes place this evening, the body, accompanied by the mourners and Kowloon friends, leaving the Police Wharf Kowloon, at 4.30. The cortege will pass the Monument at 5 o'clock.

late war when this invention was brought to a state of greater perfection, and extensively used.

Colonel Loraine served with distinction in the Boer War and throughout the late war, winning decorations in both. In the late war he was Squadron Commander of the Royal Flying Corps, and acted with conspicuous success in winning the M.C. and the D.S.O. Apart from his aviation record, Colonel Loraine was a noted actor and manager in many of the Metropolitan theatres. He is now on an extensive world tour, having passed through America and Honolulu, Japan and the chief cities of Manchuria and China. On his way Home, he will proceed via Sarawak, Sumatra, Singapore, Burma, India, etc. On his return to London he will star in Shakespeare's Henry VII and several entirely new plays.

The Inter-Allied Commission of Control appears very active in Germany, according to reports in the Home papers. The latest move by the Commission is to place a ban on the 149 converted war aeroplanes which were flying on the air routes of Germany. The effect of this is to permit the machines to carry on operations in Germany itself but to prohibit them from flying on the international routes though the five commercial aircrafts now in use may continue to fly over these routes. In some quarters it has been suggested that this ban will cause Germany to give up all her foreign air service. Such an idea is foolish in the extreme.

With the approach of winter the German air transport companies governed by the Hamburg-Amerika and Norddeutscher shipping lines curtailed their service, and the factories will spend the winter building machines for commercial use in spring. Though it takes considerable time to design, construct, test and modify a new type of aeroplane, once the type is declared efficient it can be turned out rapidly in large numbers. As there are already five commercial aircraft flying concerns in Germany, it need not be many months before all demands are satisfied. With the coming of summer activity on the part of German air transport companies is predicted.

NEW LIEUTENANT OF THE TOWER.

General G. F. Milne has been appointed Lieutenant of the Tower of London in succession to Lieut-General the Earl of Cavan.

NOTICE.

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Where the Big Sale is Now Going On.

THE BUNGALOW CASE.

Ho Mun Tin Property Dispute.

In the Summary Court this morning, before his Honour Mr. J. R. Wood, there came up for hearing the suit of the Rev. Father A. Henriques against Mr. G. T. Lam for the recovery of \$205, being damages caused to the plaintiff's land in Ho Mun Tin.

Mr. D. J. Lewis appeared for the plaintiff and Mr. M. K. Lo defended.

Mr. Abdul Rahim, cross-examined by Mr. Lo, said the large half of the north wall of the plaintiff's premises was on solid land. When he inspected the damage to the plaintiff's property he did not notice that there were cracks in the house wall facing the north wall. It was allowed by the Public and Health Ordinance to build the fence wall at the extreme end. The statutory recognition of the practice to build a wall like this was Section 236 of the Ordinance.

Mr. Lo:—If anything is built on soft or doubtful soil, settlement on plaintiff's side to some extent is bound to occur?—Yes.

If there is uneven loading, that uneven loading will be fatal to settlement?—Yes.

Where a wall is built the centre of gravity should be on the centre of the foundation?—Yes.

Where a wall or structure is stouter or heavier at one point than on the other side, like the buttress, the foundation should be spread equally?—Not in every case.

Where a wall is built on soil such as that which exists on the plaintiff's land, that is partly on made and partly on solid and very bad soil, and in a ground, which had been swamped, do you agree that where there is unequal weight on the wall, such as occurs on this buttress, that the foundation of this buttress should be spread out so as to make the centre of gravity of even proportions?—In a light wall of this description it is not necessary to be observed.

Do you suggest that the wall would not come down?—Yes.

Assuming a wall built with unequal distribution of weight, such as your wall did, then there will be an uneven settlement?—There would be an uneven settle-

ment if there is a movement of the soil.

In a piece of ground which is not natural ground, some settlement is bound to occur?—Yes.

Then a settlement of some extent must occur, even on your little piece of wall?—I do not agree.

Do you mean that you can tell His Lordship that in your opinion no settlement could have occurred on this fence wall?—No settlement could have taken place.

Why?—Because it is a very light wall.

Supposing that there was no weight. Even in the case of rain there would not be any settlement?—No, not with the wall on the plaintiff's land.

Percolation of rain might cause a settlement of land. As long as there is a settlement, do you agree that an uneven distribution of weight of the wall would result in an uneven settlement of that wall, when there is a settlement of the soil?—Not in the case of this fence wall.

Assuming that the fence wall was built on solid ground, then would you say that the excavation on the defendant's land would cause the cracks?—If the excavations are carried out in a negligent manner.

Do you remember building a retaining wall for one Mr. Remedios?—Yes. It was Lot 1337. It was a face wall.

After the wall was built were there building operations near that wall?—Yes, on 30 and 38.

Did this collapse?—Yes.

Why?—The operations on 38 cut into 30.

This is what you attribute the cause of the collapse to?—Yes.

Examined by Mr. Lewis, Mr. Abdul Rahim said that there was a settlement of the land on plaintiff's land. It was caused by building operations on the adjoining land. The damage was made by the landlord of Lot 1337.

His Lordship:—The defendant's plea is that the plaintiff's building has caused the compression on the defendant's land. The witness' position is that there has been no compression on the whole soil. Mr. Abdul Rahim states that he has taken levels.

Mr. Lewis:—There is no general compression. There may be a local compression.

Mr. Lo:—I think specifically it may have been caused by the

compression on the defendant's land.

Mr. Lewis:—The plea is that the defendant's land has caused the compression.

Mr. Lo:—I think that is a specific plea raised by Mr. Abdul Rahim in his cross-examination.

His Lordship:—No; he says no.

His Lordship (to the witness):—Before you built did you take the levels?—I did.

Mr. Lo:—Yourself?—No, some one in the office.

Did you take the levels before work?—Yes.

Can you swear in this Court that from anything you have done since, you could tell his Lordship that no general settlement of even a fifth of an inch has occurred?—I cannot swear.

As a matter of fact from general knowledge you would expect a settlement?—I think so.

Mr. G. G. Wood, civil engineer, said he was called to inspect the wall of the house, which was the subject matter of the suit. He did not think that proper precautions were taken in the building operations.

The case is proceeding.

DAIRY FARM NEWS.

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TRAINING TIMES.

PONY'S NAME.	Distances	1/4	1/2	3/4	1	1 1/4	1 1/2	1 3/4	Last
		Mile	Mile	Mile	Mile	Miles	Miles	Miles	quarter
This Morning's Gallops.									
Allied King...	1 1/4	38	1.15	1.51	2.25.2	2.56.3	—	—	31.1
Red Bird ...	3/4	40	1.16	1.48	—	—	—	—	32
Pantile ...	3/4	32	1.05.3	1.37.3	—	—	—	—	32
Mountain King ...	1 1/4	41	1.17	1.53	2.27.3	2.57.3	—	—	30
Exchequer Bill ...	1	38	1.16.2	1.50	2.20	—	—	—	30
Coat-of-Arms ...	1	35	1.09	1.44	2.14.3	—	—	—	30.3
Spotted Sand ...	1	35.2	1.12.2	1.48.2	2.18.2	—	—	—	30
Fighting King ...	1 1/4	35	1.07.2	1.41	2.15	2.46.2	—	—	31.2
Strathfarrar ...	1	44	1.21	1.57	2.28.2	—	—	—	31.2
Joggiebury Crowdy and									
Ankle Deep ...	1	35	1.08	1.41	2.12.3	—	—	—	31.3
Invincible King ...	1 1/4	42	1.21	2.00	2.33.3	3.04	—	—	30.2
Only Hope ...	1 1/2	42	1.21	1.59	2.37	3.11	3.42.1	—	31.1
Adventurer ...	1	34	1.09	1.44.2	2.15.3	—	—	—	31.1
Jamboree King ...	3/4	38	1.12.4	1.45	—	—	—	—	32.1
Muscovite King ...	1	39	1.16.3	1.53.1	2.26.2	—	—	—	33.1
Blackbird Dahlia ...	1 1/4	35	1.12.2	1.50	2.25	2.57.2	—	—	32.2
Sleep Hiccough and Now									
or Never ...	3/4	34	1.06.4	1.40	—	—	—	—	33.1
Silverstreak ...	1	32.3	1.07	1.41	2.11.3	—	—	—	30.3
Coal King ...	1	37	1.11	1.45	2.15.4	—	—	—	30.4
Seagull and Sunshine ...	1	37	1.11	1.44	2.17.2	—	—	—	32.3
Soapey Sponge ...	1 1/2	33.1	1.05.1	—	—	—	—	—	32
High Tide and Burning									
Daylight ...	1	37	1.12.3	1.47	2.18	—	—	—	31
Sportsman Dahlia ...	1 1/4	33	1.06.3	1.40.3	2.14.1	2.45.3	—	—	31.2
Maigor King ...	1	38	1.13	1.46	2.16.3	—	—	—	30.3
Sir Newton and Joy Bell...	1	41	1.22	1.59	2.31.3	—	—	—	32.3
Tiddleywinks & Irish Stew	1	36	1.12	1.47	2.19.2	—	—	—	32.2
Free and Easy ...	1 1/4	36	1.12	1.48	2.25	2.55.3	—	—	30.3
Hope Dahlia ...	1 1/2	37	1.12	1.48.2	2.23.4	2.57.3	3.29.3	—	31
Iddy, Umpty & Notwith-									
standing ...	1	37.2	1.12.2	1.48	2.20.2	—	—	—	32.2
Nevertheless, Benjamin &									
Jock ...	3/4	33.2	1.06	1.39.2	—	—	—	—	33.2

TO-DAY'S MISCELLANY.

The skeleton of Eclipse, the most famous race-horse in all history, is about to be exhibited in the Natural History Museum at South Kensington. It is being lent by the Royal College of Veterinary Surgeons. Eclipse died in the year the French Revolution broke out, and was dissected by Vial de St. Bel, a French refugee, who founded the Royal Veterinary College at Camden Town. The skeleton was afterwards in the possession of Mr. Bracy Clark, and later of Professor Gamgee, who gave it to the College of Veterinary Surgeons in 1871, since which year it has been in their museum. There are other relics of Eclipse in existence. William IV. presented one of its hoofs to the Jockey Club, while another hoof was in the possession of King Edward VII.

Excavations carried on recently in the island of Riga, in Loch Sunart, Argyllshire, have resulted in discoveries of the utmost importance to archaeologists, and says a writer in a London journal, go far to settle the dispute as to whether a break occurred in the human occupation of the British Islands between the Paleolithic and Neolithic periods. Remains of dwelling-places, of what is known as the "Oranney" period, have been found, with food-refuse, and rude tools made of flint, and horn and bone, having an antiquity of between 20,000 and 30,000 years. In the Mieshaigh Hotel, Tobermory, headquarters of the archaeologists engaged in the operations, there is a rare variety of bone and stone chisels, lines of horn used as picks, and broad heavy chisels made of antler.

Where is the oldest "I. O. U." known to historians? asks a contemporary, adding that the unpaid note, dating from 1962 B. C., found by Dr. Leon Legrain among the clay tablets at the University of Pennsylvania Museum, is not nearly as old as some in the British Museum, which go back to 2500 B. C. An official of the Assyrian and Egyptian department told a Press representative that there were plenty of clay tablets recording the trading and loan transactions of this ancient civilisation. Nearly all Babylonian deals were on tablets, and give details of the trading transactions, though they cannot strictly be described as I. O. U's. The bills of the Babylonians were presented in clay, and a glance at the guide for this department at the British Museum shows that some of them are more than 4,000 years old.

Apparently the war, which changed so many things, has not affected Teutonic devotion to Shakespeare—indeed, during the conflict a Berlin journal stated that it devolved upon German literature to do justice to the Bard, because Englishmen were incapable of it!—We learn that after eight years' labour on the part of a group of translators, and, in the words of the *Berliner Tageblatt*, "in spite of war, revolution, strikes, and paper famine," the first volume of a new German translation of Shakespeare's plays has just been published. The classical translation of Shakespeare into German was, of course, made by Schlegel towards the end of the eighteenth century, but it is pointed out that recent research has explained much that was, to him, necessarily obscure in the language of the Elizabethans.

YACHTING.

Saturday's Results.

On Saturday, the sailing for the 7th Championship race, over a course of Lyemun Beacon (P.), Kowloon Rock (S) and Lyemun Beacon (S), 9.2 miles, in a fresh breeze moderating towards the end of the afternoon, produced some very close finishes.

In the Handicap class, "Dorothea" won from "Diana" by 24 secs. In the one design class, "Aileas" took the lead for the first time in the race just on the finishing line and from "Daphne" by a bare second. In the Heyward Hayes, "Ursula" only saved her time from "Dawn" by 7 secs. but "Joan" secured a comfortable win for her second victory in the Gael class.

Full details are held over.

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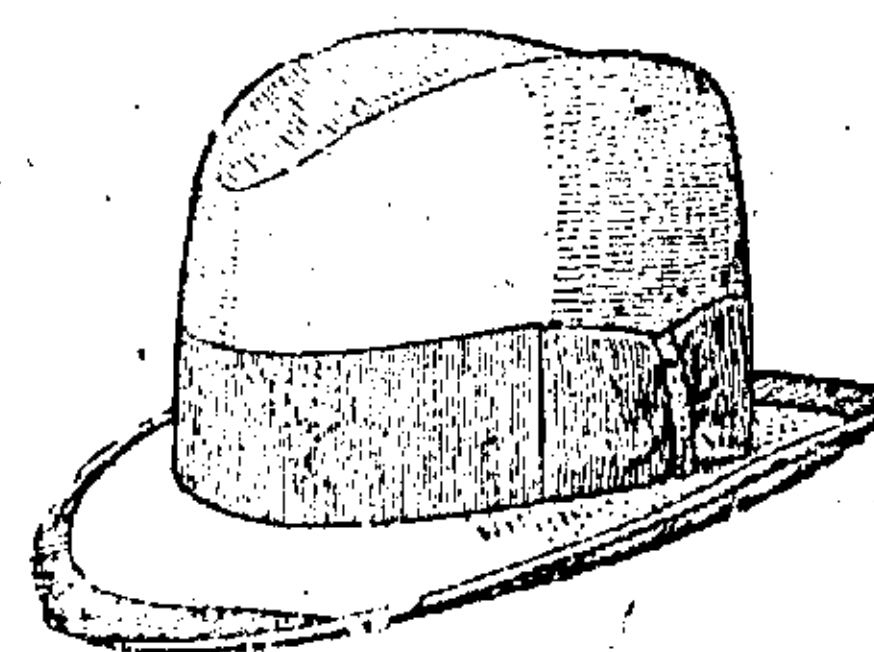
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THE PAGE



THREE
BEAUTIFUL
FANS

Above are pictured three beautiful fans. One, on the left is fashioned of six heavy plumes in a marvelous way that exactly that of the Honey Dew neton.

The one on the right is creamy white to match the white and gold embroidered frock worn by its owner. Straight feathers it has with sticks of white bone, while the centre fan is one of ostrich feathers attached to a long stick of ebony, their tips curving over with their own weight, like so many huge long-stemmed chrysanthemums. It is all in shades of brown.

Modes of the Moment.

Everything Spanish is in favour—the Spanish shawl, the Spanish sash, the Spanish skirt, which shows slim hips and fullness below, the Spanish walk, the comb, and, now, the flowers in the hair. These fashions may not last; but when the first full Spanish skirt was seen everyone said it was too fantastic for common life.

Fashion is gay, eccentric, and pre-eminently youthful. Bright colours, bare shoulders, slit draperies, turbans and waving plumes splendid jewels, and marvellous slippers are worn, with an air and a complexion to suit. Here are a few of the dresses. One is an old rose velvet made with a draped skirt, slit on one side to show a slim underskirt of charmeuse, and a perfectly straight, close-fitting bodice passing under the arms, with shoulder straps of pearls. With it goes a pearl-embroidered turban with long ear lapels. The shoes are also pearl-embroidered, and a rope of pearls is worn across the shoulders and tied into a knot on the left hip. Another dress is in white satin, dull and rich in texture, cut straight up and down, with no sleeves and open armholes over the shoulders. A jade-green sash in "crepe" goorgotte clasps the hips and falls down the right side, with a long rope of jade beads is thrown round the neck. The décollete is oval, the skirt rather long. On the head, nothing is worn, but the hair is waved smoothly in front back from the brow and loosened slightly in front of the ears, from which fall pendant earrings in jade. A third dress is in black net over silver tissue. The silver under-dress is sheath-tight, and the net filmy and transparent, with long looped sides and a soft ruche round the hips. The bodice shows a band of silver and a shadowing of black net, with tiny sleeves cut in baby-fashion. From the right side of the skirt falls a deep spray of crimson passion flowers, and one blossom is worn in the hair. Besides the dresses are magni-

ficent cloaks of fur, of velvet and fur, of brocades and fur. Cut on Chinese or Persian lines, they are most decorative and stately. In night-blue and silver trimmed with silver fox, in turquoise-blue velvet trimmed with chinchilla, in pure ermine lined with jade and silver brocade, in black and silver trimmed with white fox—there is no end to their splendour.

LITTLE DINNER-DRESSES.

For homely parties there are little dinner-dresses, of which there are many. Their merit lies in their line. Straight falling draperies from the shoulders make for slenderness and height. Two colours in one material are often used for these dresses. Charmeuse is suitable because of its smooth, soft way of falling. In black and ivory, in black and green, in black and blue, some admirable little dresses are being made. Some have no sleeves; others have a picturesque Persian sleeve which, wide at the bottom, is caught into the wrist by a fur or jewelled band, and the long end drops about six. The rest of the dress is a series of panels falling straight from the shoulders, which show the favourite oval décollete, and round the low waist-line is a girdle of beads. The sides of the skirt dip lower than the front or back, and the effect is of a skirt rather long than short.

Outdoors long coats and furs are now being worn. This season's long coat shows a straight back and front, with pleated sides, held in place by a tab of stitching. The pleats are placed low on the hips, so that the waist-line is very low. The straight, high collar of fur, which drapes the throat warmly, is still with us, and so are the deep cuffs. Muffs are seen less often, but they are not likely to be ousted by long fur sleeves, which spoil the whole outline. A duvetyn coat in bronze-green or red-rust, trimmed with fur, looks well, especially with a Russian fur cap to match. The plain satin hat, with a brim that has a ribbon edge and

is so wired as to look as if it were not wired, is good, but not common. It has becoming uneven lines, which can be adjusted to suit any profile, and the crown is equally pliable, with a loose drapery of the wing variety, allowing of much modification. Indeed, the adaptability of the best hats is their great merit. Anything stiff is unheard of in good millinery.

The new skirt, promised for the spring, is different from what has been seen for some time. The hips are slim, the lower part of the skirt is full, but it may be draped or pleated in such a number of ways that it will still look slim. It is longer, and it will need a skilful hand to cut it and drape it if it is not to look clumsy. The materials used will be fanciful as well as plain, and those seen already show both stripes and checks in various colours, dull or brilliant. The long waist looks as if it will still be in favour, and the waistcoat with high neckband will go with a spring tailormade.

FOR THE MIDDLE-AGED.

Middle-aged women often wish to know what suits them best. As a matter of fact, their wants have not been for many years so well provided for as this winter. The richness of the new materials is in their favour. Simplicity and "butter muslin" are very well for girls in their teens, but rich and heavy fabrics give dignity to later years. The cloak-shaped wrap, too, is much more becoming to figures which have lost their slenderness than the coat pure and simple. It gives the consolation of an indefinite outline to those who are conscious of increased weight. High collars hide the lines round the neck, and the new hats with fur crowns and mushroom brims of accordion pleated velvet shade and soften the eyes. For the evening a gown of velvet is an elderly woman's chief standby, but almost equally attractive are the gowns of Oriental brocade or of black and gold or black and

silver tissue, with long sleeves and floatation panels of black tulle and jet and diamante trimmings. The more stately Russian type of hair ornament should be chosen instead of the simpler fillet. Sometimes these Russian tiaras have little veils of silver or gold net which fall over the hair behind and look well with long earrings.

FOR THE RIVIERA.

The Riviera is in its way a herald of spring fashions. Even an Englishwoman will wear bolder hats and frocks after seeing the styles of the South. But it is doubtful whether she will take quite kindly to the enveloping burnous of striped camel-hair cloth or of white blanket cloth bordered with Oriental embroidery in scarlet or copper-colour. On the Riviera this will be worn over the simplest of little chemise frocks, with a turban toque of striped white and coloured bengaline, finished with a silk tassel on one side, or carried out in plain red silk treated likewise. Another Riviera cloak which has style is grey cloth, with a big folded collar of grey plush. Just below the waist is a semicircular band of the plush seamed on to it, while at the base the cloak is cut in semicircular form, so that the effect of three tiers is suggested. There are no fastenings, and one who knows the latest method of wearing the new wrap draws it about her closely, as her grandmother wore a shawl. The red evening dresses for evening wear which are going South are of many kinds. Some of the latest are of geranium-coloured broche of rose-petal consistency. The dress consists of nothing more than a long tunic, the lower part of the tunic being brought up in a deep front, which is spliced into the front and reaches to the décollete; the corsage is gathered softly on either side of it. The petticoat, of which only a few inches are seen, is of thin red silk faced with the geranium broche, and the tiny sleeves are of tulle to match. The gown falls smoothly over the hips, and is austere plain; the only decoration is a big bunch of black velvet geraniums worn on one hip.

THE DANCE FROCK.

Testing its Wearing Qualities.

Dance frocks of any description are a difficult thing to design successfully. Like the sitting-down frocks they look all that can be desired when the wearers are standing or walking, but when the dancing begins they lose all their grace and charm. The partners are often the main cause of an ungraceful appearance for they catch the girls anyhow round the waist without the slightest regard for the set of their frocks. Therefore, it is always wise to bear this in mind when choosing a dance frock.

A sash tied in a big bow at the back or even on the hip is a great mistake, for after a very few dances it always gets a very bedraggled appearance. A waistline defined by a folded ribbon belt is a good choice, for this enables the frock to stand a fair amount of rough treatment without getting out of order, but it is best for the sash to finish without a big outstanding bow.

The modern dancing is not like an old-fashioned minuet. So if you don't test your dance frock before hand, you are certain to find it pulls—and then splits—somewhere. The sleeves are very important, and so, too, is the width of the skirt. A too narrow skirt is a terrible handicap; far better have it a shade too wide than too tight.

Beware, too, of wearing very long dangling ornaments, such as weighted ribbon ends, loose bead trimmings, and such like. All these have a most uncomfortable way of swinging about, and catching in or striking the other dancers. For the economical girl one would advise a very limited use of tulle or chiffon. Charming as a dainty tulle frock looks, it is far too ethereal to stand the rough and tumble of modern dances, and it very rarely can be made to do service for more than two or three dances at most.

Taffetas is splendid for wear and appearance, and jumpers are still very much worn at the dance. One reason for their continued popularity is their perfect comfort when dancing, and, in addition to that, they are invariably most becoming.

FORGET YOUR HEALTH—SOMETIMES.

Unorthodox Advice.

Amid the advice that is now being hurled at the public showing us how to avoid any disease and how to protect any organ, there is one part of the human mechanism that is likely to be lost sight of, says a physician. That part is the brain, or as I call it for preference, the "Governor," because it initiates, guides, checks and controls the functioning of every other organ of the body, somewhat in the same way as a governor controls an engine.

To live too closely by rules and regulations (and there is a marked tendency to do this to-day) may not only fail to develop perfect health, but may produce the very opposite. Some people get up at a certain hour and go to bed at a certain hour because they have been advised to do so; they have a cold bath to raise the blood pressure or a hot one to lower it, again according to advice; they have particular foods for breakfast, dinner and tea; they avoid tea because it may produce dyspepsia; they "fletcherise" their masticating process; they avoid alcohol in any shape or form; they take certain prescribed exercises for the lungs and the muscles; they discuss the values of calories and vitamins; they keep a jealous and watchful eye on the functioning of almost every organ of the body, and they lead the simple, frugal life.

What they forget is that the brain may become wearied, over this incessant attention to details—this everlasting thinking and worrying about how each organ is acting.

The body is something more than a series of complicated pieces of machinery; it possesses life, elasticity, resilience and powers of recuperation, and by always tying it down to a set of rules and regulations one may so tax the brain that the functioning of its parts, instead of becoming increasingly perfect, may become lifeless and mechanical. Most of us sometimes commit this error; doctors not excepted.

I am speaking from a personal as well as a professional experience of health and slight departures from it, when I say: Do not overwork the brain in its capacity of overseer, or it may strike. I have often encountered men who observed the most rigid rules of health and diet, and were getting steadily worse. I have also seen cases as miraculous as any that Lourdes can show by those same men forgetting for a time that they possessed stomachs and livers. Of course, such treatment must be used with discretion.

JOTTINGS.

THE EASTERN NOTE.

In the exotic Chinese or Indian embroidery that is introduced on the newest theatre wraps, and even on the sleeves and skirts of our redingote winter coats, the unabashed Turkish trouser effect that is seen in so many evening gowns, and in the almost flamboyant brilliance of the colours that some designers are flinging together haphazard, this Eastern note shows itself.

VOGUE OF BROWN.

Fashion changes almost as quickly as the weather. Why, but a very short while ago, brown was considered the most unfashionable and dowdiest of colours. Now it is all the rage. Brown velvet coats and costumes, brown charmeuse and crepe-de-chine afternoon frocks, and brown lace evening gowns, are seen everywhere. In fact, no smart woman considers her outfit complete unless she has at least one brown frock in her wardrobe.

GLOVE FADS.

The vogue for wearing wrist gloves with short sleeves and then covering the bare forearm with jewelled bracelets is one which will not really appeal to the woman of taste, though it has a good many votaries amongst the ultra smart. Others who do not care for such a patchy effect favour elbow gloves embroidered with steel beads or even pearls.

DAINTY DANCE FROCK.



The dainty frock pictured is all of chiffon cloth, which is much finer and a trifle thicker than chiffon, and each of the "petals" is formed of a square of the chiffon caught up at its upper corners to form the petal effect, instead of being cut in that shape originally. The effect is much softer and more youthful.

The corsage has a triangular section of the chiffon cloth drawn up to each shoulder to be held with a small cluster of artificial flowers over a lace and chiffon bandeau-brassiere, and then, dropping from the belt are two long streamers of ribbon that knot in, here and there, tiny flower clusters.

FASHIONS IN FANS.

The most noteworthy fact about the fashionable fans of the moment is their infinite variety. Unlike the majority of recent years it is not necessary for a woman to carry one particular type of fan in order to be up-to-date—fans may be large or small, plain or painted, feathers or filigree, and still be absolutely the latest.

The fan made of a single giant ostrich feather, mounted in a handle of tortoiseshell, mother of pearl, ivory, enamel or precious metals, is still very popular, but the newest feather fan consist of a bunch of plumes and looks like the exaggerated headdress of a Parisian revue artist. A striking example seen was a fan of six great ostrich feathers dyed to shaded tones of blue and green, mounted on sticks of vivid blue, green and red enamel. Another six-feather fan was mounted in a most original way, having for handle the carved figure of a Geisha girl.

There is a distinct revival of favour for fans made of feathers of the straight quill variety, and one authority quoted eagle feather fans as being the most representative type of the present winter season.

Hand-painted fans of skin, silk, and ivory are being used considerably—small ivory fans, painted with quaint flower designs, suggestive of 1860, and silk or skin fans with wonderful Watteau scenes in rich colourings. The very small carved ivory fans, threaded with ribbon, are also returning to popularity with some women.

Fans of lace are a good deal in demand, the majority being of Brussels or Chantilly in either white or black. A few women now have lace fans dyed to their favourite colour, while lace fans trimmed with marabout are an instance of the far-reaching effects of the touch of fur.

CHIC COSTUMES.



In each of the costumes pictured above the skirt is plain though in the left it is hoisted a bit in front so that it has almost the effect of being draped. The coat to this is an excellent example of the short coat-wrap, being pouched over the belt and having kimono sleeves of seal.

The second coat is eucalyptus green, and is cut double-breasted with the back and side sections much longer than the front. Then by way of finishing touches it has deep cuffs, a high collar and a hip band of black stencil embroidery. A black satin hat tops each costume.

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LITTLE FOLKS' CORNER.

ADVENTURES OF THE TWINS.

TWO NOTES.

This was the note that Cony Cony's son laid on Mr. Scribble Scratch's desk.

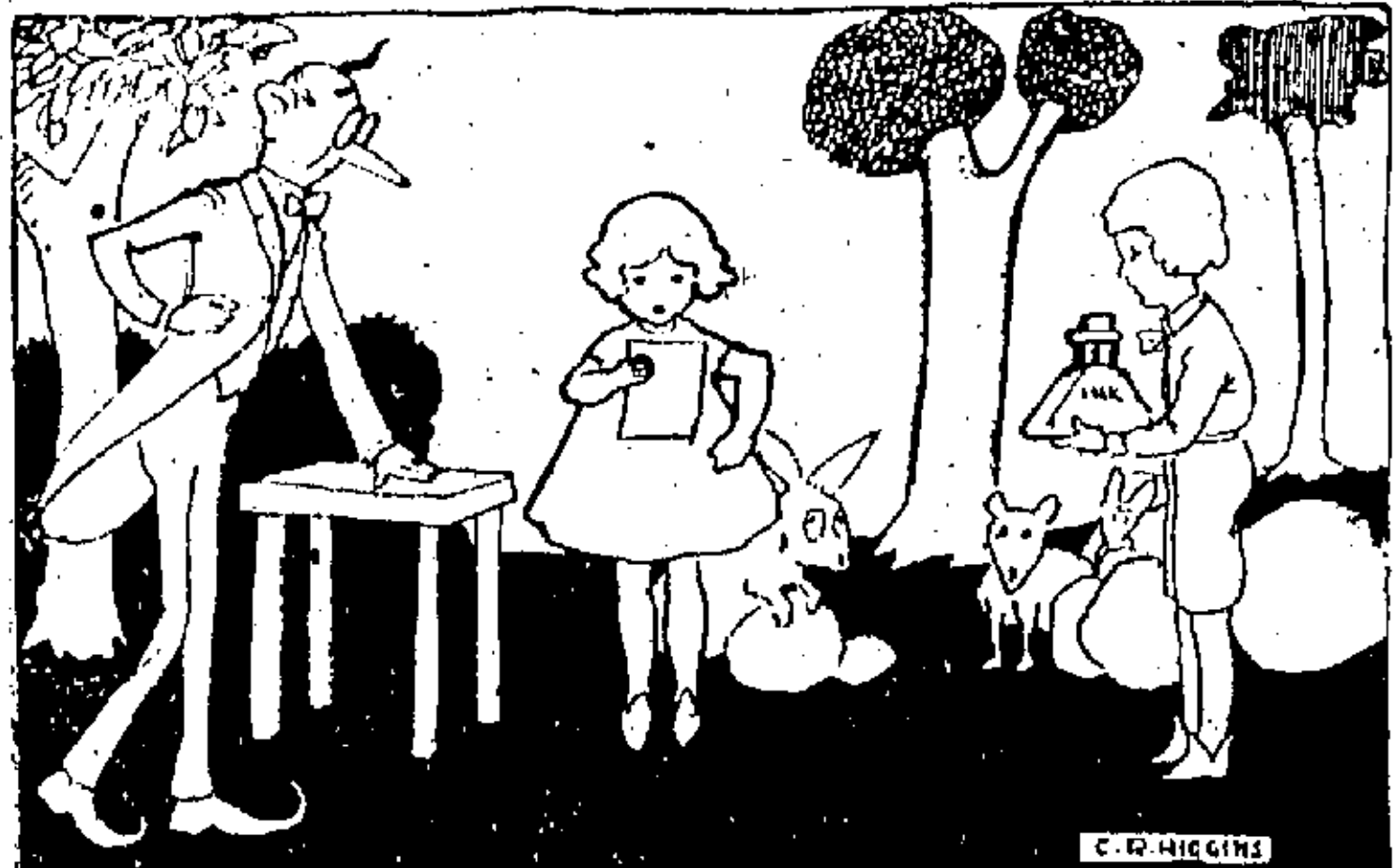
"Dear Mr. Schoolmaster,

"I am sorry that Peter cannot be at school to-day for his writing examination, but I have to take him to the doctor's to find out what is wrong with his quills. He has lost so many lately that he is nearly bald and he catches cold every time the wind blows.

Yours truly,

P. S.—Why can't Peter write better? He can read reading, but he can't read writing."

Mr. Scribble Scratch looked very queer when he read this. First because they couldn't have any examination that day, unless the little porcupine boy were there to furnish the pens; second, because it was only too true that he couldn't write. He and Nancy had



He handed the note to Nancy and just then Nick came in with the poke-berry ink.

promised to let him off from his writing lessons if he would be so kind as to furnish the pens.

He handed the note to Nancy and just then Nick came in with the poke-berry ink.

But nobody had anything to suggest. It was a nice state of affairs.

All at once Harry Hedgehog rolled up the aisle and unfolding himself laid a note on Scribble Scratch's desk, then he rolled back to his seat again.

The schoolmaster picked it up gingerly, expecting more trouble, but scarcely had he read one line when he smiled happily. This was it:

"Dear Mr. Schoolmaster,

"Please don't teach Harry any more writing. He knows too much now. Besides his quills are too thick and he gets tired carrying them around and he hasn't work."

"Mrs. H. Hedgehog."

"I declare!" said the fairymen. You know how Scribble Scratch fixed things up, don't you? Peter Porcupine's quills are growing in nicely now, while little Harry Hedgehog has lost half of his.

Only Harry's are so small that the pupils of Meadow Grove School can no longer make capital letters.

(To be continued to-morrow.)

HONGKONG RIFLE LEAGUE.

Titanis v Alacrity.

The following are the scores of a match between H.M.S. Titanis and H.M.S. Alacrity at the Tai Hang Range on the 11th, resulting in a win for H.M.S. Titanis:

H.M.S. TITANIS.	200	500	600	Tl.
Mr Jackson	30	43	44	117
Mr Scott	43	41	39	117
Mr Pickett	38	42	36	116
Mr Taylor	36	45	31	112
Mr Barker	44	38	32	114
Mr Sigsworth	40	42	22	104
Mr Douglas	39	28	35	102
Mr Douglas	31	29	20	80
Total	300	500	600	864

H.M.S. ALACRITY.	200	500	600	Tl.
Mr Hewlett	40	45	22	107
Mr Walker	36	38	30	104
Mr Jervis	36	32	28	96
Mr Stenner	35	29	26	90
Mr Hale	29	35	22	86
Mr Boniface	30	33	22	85
Mr Lane	35	30	12	83
Mr Seymour	32	31	13	76
Total	300	500	600	724

AMBRIDGE-WILTS "B" and the Wilts "D" Coys., at Stonecutters Range on the 12th, resulting in a win for H.M.S. Ambrose:

H.M.S. AMBROSIE.	200	500	600	Tl.
Mr Edridge	32	39	47	118
Mr Doberdy	35	36	36	107
Mr Ellis	27	45	31	103
Mr Jarvis	35	41	26	102
Mr Chilcott	27	39	35	101
Mr Knight	27	31	29	87
Mr Tooker	37	22	25	84
Mr Stoman	26	26	16	68
Total	300	500	600	720

H.M.S. WILTS.	200	500	600	Tl.
Mr Newbury	43	42	30	115
Mr Driscoll	31	38	33	102
Mr Stepp	34	35	35	104
Mr Daves	33	32	26	91
Mr Farmer	31	30	26	87
Mr Clapham	29	36	23	88
Mr Reeves	35	18	25	78
Mr Gee	33	35	9	77
Total	300	500	600	718

H.M.S. WILTS.	200	500	600	Tl.
Mr Mayne	39	29	37	105
Mr Holloway	37	31	32	100
Mr Smith	34	19	36	89
Mr Hedges	29	30	30	89
Mr Wright	35	27	26	88
Mr Lancaster	35	31	15	81
Mr Miles	34	22	17	73
Mr Gilling	35	6	18	59
Total	300	500	600	684

MUSKETRY STAFF—WILTS.

The following are the scores of a triangular match shot off between the Musketry Staff of the China Fleet, Wilts. "B" and Wilts. "D" Coys., at Stonecutters Range on the 18th, resulting in a win for the Musketry Staff:

MUSKETRY STAFF.	200	500	600	Tl.
Mr Cross	44	44	33	121
Mr Cordon	43	40	34	117
Mr Lambert	41	41	35	117
Mr Ansell	36	37	31	104
Mr Nixon	35	43	28	106
Mr Reynolds	34	35	33	102
Mr Gray	35	35	30	100
Mr Burnett	36	39	23	98
Total	300	500	600	861

WILTS. "B" COMPANY.	200	500	600	Tl.
Mr Newbury	43	42	30	115
Mr Driscoll	31	38	33	102
Mr Stepp	34	35	35	104
Mr Daves	33	32	26	91
Mr Farmer	31	30	26	87
Mr Clapham	29	36	23	88
Mr Reeves	35	18	25	78
Mr Gee	33	35	9	77
Total	300	500	600	718

WILTS. "D" COMPANY.	200	500	600	Tl.
Mr Mayne	39	29	37	105
Mr Holloway	37	31	32	100
Mr Smith	34	19	36	89
Mr Hedges	29	30	30	89
Mr Wright	35	27	26	88
Mr Lancaster	35	31	15	81
Mr Miles	34	22	17	73
Mr Gilling	35	6	18	59
Total	300	500	600	684

Note:—It is the Tamar Team the Volunteers meet on Saturday at Stonecutters, not Titanis.

HONGKONG YARN MARKET.

Reductions Create Adverse Effects.

Messrs. Polishwalla and Kotwall, in their yarn report dated 13th February, state:

Since our last report on the 11th ult. by Mr. Dilwara our market, during the earlier part of the interval, had continued very dull, but latterly the Chinese buyers, finding the present low prices very favourable, came out to meet their immediate requirements, which resulted in a fair amount of business in about 8,000 bales in best known chips of 40s and 12s yarn, with an advance of 25 to 10 per bale. This improvement did not last long, as the recent telegraphic advices from India of local dealers there offering their holdings at much under the ruling rates caused some anxiety to the foreign holders who, in trying to relieve themselves of their stocks, commenced to sell at more reduced rates, which produced a very adverse effect. Buyers have entirely refrained from making any new purchases and our market, at the close, has remained quiet without any further inquiry. Unsold stock 8,000 bales; bargains 13,000 bales.

Arrivals: From Bombay 4,000 bales. Shanghai reports a very dull business with weaker tendency. Japanese Yarn:—Owing to very low rates a moderate business has passed during the interval and subsequently with an advance of 10/15 per hole the market has kept up steady.

Raw Cotton:—No business has transpired during the whole interval and prices are normal. Bengal 8 3/4/5 per picul. Chinese 8 3/4/5/10. Stock, 200 Bengal bales; 100 small Chinese bales.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 9.00 a.m.	10 min.
9.00 a.m. to 10.00 a.m.	15 min.
10.00 a.m. to 11.00 a.m.	15 min.
11.00 a.m. to 12.00 p.m.	15 min.
12.00 p.m. to 1.00 p.m.	15 min.
1.00 p.m. to 2.00 p.m.	15 min.
2.00 p.m. to 3.00 p.m.	15 min.
3.00 p.m. to 4.00 p.m.	15 min.
4.00 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 6.00 p.m.	15 min.

NIGHT CARS.

8.30 p.m. to 9.00 p.m.	Every 30 min.
9.00 p.m. to 11.30 p.m.	Every 30 min.
11.30 p.m. to 1.00 a.m.	Every 30 min.

SATURDAYS.

7.30 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 9.00 a.m.	10 min.
9.00 a.m. to 10.00 a.m.	15 min.
10.00 a.m. to 11.00 a.m.	15 min.
11.00 a.m. to 12.00 p.m.	15 min.
12.00 p.m. to 1.00 p.m.	15 min.
1.00 p.m. to 2.00 p.m.	15 min.
2.00 p.m. to 3.00 p.m.	15 min.
3.00 p.m. to 4.00 p.m.	15 min.
4.00 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 6.00 p.m.	15 min.

NIGHT CARS.

8.30 p.m. to 9.00 p.m.	Every 30 min.
9.00 p.m. to 11.30 p.m.	Every 30 min.
11.30 p.m. to 1.00 a.m.	Every 30 min.

SPECIAL CARS.

BY ARRANGEMENT AT THE COMPANY'S OFFICE, ALEXANDRA BUILDING, DES VOUX ROAD.

New Consignment of

"KODAKS"

Just unpacked to-day

Inspection Cordially Invited.

A. TACK & Co.

26, Des Vaux Road, Central.

MARTIN'S

APIOL & STEEL PILLS

For Ladies.

A French Remedy for all irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system, they may be able to administer them, hence their enormous sale throughout the world, or post item 67.

MARTIN, Chemist, Southampton, Eng.

MARTIN'S

APIOL & STEEL PILLS

For Ladies.

YOU CANNOT AFFORD TO BE WITHOUT THEM

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

SHIU FUNG TAI & CO.

Sole Agents for Hongkong and South China.

47 and 49 Connaught Road Central, Hongkong.

Telephone No. 1222.

BANKS.

ASIA BANKING CORPORATION (AN AMERICAN BANK)

CAPITAL ... U.S. \$4,000,000.

SURPLUS & UNDIVIDED PROFITS: ... U.S. \$1,489,000.

HEAD OFFICE: NEW YORK, U.S.A.

BRANCH: SAN FRANCISCO

HEAD OFFICE FOR THE ORIENT: SHANGHAI.

BRANCHES: CANTON, CHANGSHA, HANKOW, PEKING, MANILA, SINGAPORE, TIENTSIN.

All Descriptions of banking business transacted.

Interest allowed on Current Accounts, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques sold by us.

Payable throughout the world.

VERNE CLAIR, Acting Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital, \$60,000,000.00

Paid up Capital, 12,279,800.00

Reserve Funds, 7,796,023.00.

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21

Connaught Road Central

Branches and Sub-branches all over China and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

London Bankers:—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits.

Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months 3% per annum

For 6 months 4% per annum

For 12 months 5% per annum

TRUYEE PEI, Manager.

THE BANK OF EAST / SIA, LIMITED.

HEAD OFFICE:—

No. 2, Queen's Road Central, HONGKONG

Established 1919.

PAID-UP CAPITAL, \$2,000,000.00

RESERVE FUND, 500,000.00

DIRECTORS:—

Mr. Pong Wai Ting, Chairman.

Mr. Chan Shun Sun, Mr. Fan Yung Po.

Mr. Li Koon Chun, Mr. Mok Ching Kong.

Mr. Wong Yung Tong, Mr. Chan Ching Shek.

Mr. P. K. Kwok, Mr. K. H. Chan.

Mr. Ng Chung Lok, Mr. K. H. Chan.

Chief Manager, Mr. Ken Tong Po.

Asst. Manager, Mr. Li Tse Fong.

PACIFIC SHIPPING.

C.P.O.S.

HONGKONG TO VANCOUVER
via Shanghai, Nagasaki, (Mojil), Kobe & Yokohama.

Steamers	From Hongkong	Due Vancouver
Empress of Japan	Mar. 22	Apr. 12
Empress of Asia	Mar. 31	Apr. 18
Monteagle	Apr. 7	May 1
Empress of Russia	Apr. 28	May 16
Empress of Japan	May 17	June 7
Empress of Asia	May 26	June 13
Monteagle	June 14	July 8
Empress of Russia	June 23	July 11
Empress of Japan	July 7	July 28
Empress of Asia	July 21	Aug. 8

Passengers to Europe are advised to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Pacific. Trade conditions on the Atlantic are subject to change and for all Atlantic sailings can be arranged by letter or cable for all passengers to Europe. Freight sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

For fares and other information please apply to
HONGKONG OFFICE.
Telephone 256. Cable address: GACANPAO
CANADIAN PACIFIC OCEAN SERVICES.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.
TRANS PACIFIC SERVICE

Freight and Passengers.
For SAN FRANCISCO VIA SHANGHAI, JAPAN
PORTS AND HONOLULU.

AMERICAN STEAMERS.	Sailing	February
"ECUADOR"	...	23.
"COLOMBIA"	...	23.
"VENEZUELA"	...	20.

PANAMA SERVICE
Freight and Passengers.
Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.
SHANGHAI-HONGKONG-CALCUTTA SERVICE
Freight Only

"LAKE FAULK"	...	Sailing February 26.
For Singapore, Penang, Rangoon and Calcutta.		
"LAKE GITANO"	...	Sailing February 16.
"JACOX"	...	Sailing February 27.

MANILA-EAST-INDIA SERVICE
Freight and Passengers.
SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA AND COLOMBO.
Monthly Sailings.

AROUND THE WORLD SERVICE
Freight Only, Monthly Sailings.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, thence Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

For full information regarding rates, space, etc. Apply to
PACIFIC MAIL S.S. CO.
HOTEL MANSIONS, HONGKONG.
Cable Address: "SOLANO."
Tel. 141.

PACIFIC SHIPPING.

DOLLAR
LINE

SAILINGS FROM HONGKONG FOR
NEW YORK VIA SUEZ.

STEAMERS.	SAILING DATE.
"GRACE DOLLAR"	...
FOR NEW YORK VIA PANAMA.	

"BESSIE DOLLAR" ... FEB. 25TH.

FOR VANCOUVER.

"BESSIE DOLLAR" ... FEB. 25TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING TEL. 792.
THIRD FLOOR 795.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AND
AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"EURYPYLUS"	Sailing date	2nd March.	Calls at Boston.
"KENTUCKY"	...	6th March.	"
"LAERTES"	...	22nd March.	"
"SWAZI"	...	19th April.	"

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE OR THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

CHINA MAIL S.S. CO., LTD.

"Incorporated in U.S.A."

FREIGHT AND PASSENGERS

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
15,000 tons	11,000 Tons	10,200 Tons

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA"	S.S. "NANKING"	S.S. "NILE"
Feb 25th.	March 30th.	April 21st.

SAILING FROM

HONGKONG for MANILA

S.S. "NANKING"	March 19th
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SAILING FROM

HONGKONG for SINGAPORE

S.S. "NILE"	S.S. "CHINA"
April 3rd.	April 30th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,
PRINCE'S BUILDING, ICE HOUSE STREET.
TEL. PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.
NO. 1934. NO. 2161.

SAILING DATES

Europe, U.S.A., Etc.

Takada	P. & O.	Feb. 16
Kanowna	M. N. Y. K.	Feb. 17
Changsha	B. & S.	Feb. 17
Victoria	C. A. Co.	Feb. 18
Glensanda	J. M. Co.	Feb. 19
Grace D.	R. D. Co.	Feb. 19
Himalaya	P. & O.	Feb. 20
Ameland	J. C. J. L.	Feb. 21
Tjisodari	B. & S.	Feb. 21
Montor	B. & S.	Feb. 22
Gaba	C. A. Co.	Feb. 22
Toucer	B. & S.	Feb. 23
Yokohama	M. N. Y. K.	Feb. 24
Lancaster	S. & D.	Feb. 24
China	C. M. Co.	Feb. 25
West Ivan	F. W. Co.	Feb. 25
W. Ison	S. & D.	Feb. 25
Persia	T. K. K.	Feb. 26
Lahore	P. & O.	Feb. 27
Toyohashi	M. N. Y. K.	Feb. 27
Tamba	N. Y. K.	Mar. 1
Toiresias	B. & S.	Mar. 1
Titan	B. & S.	Mar. 1
Eurypyus	B. & S.	Mar. 1
Glentara	J. M. Co.	Mar. 1
Eurypyus	B. & S.	Mar. 2
Egromont	D. & Co.	Mar. 3
Kanagawa	M. N. Y. K.	Mar. 4
Kashgar	P. & O.	Mar. 4
Stentor	B. & S.	Mar. 4
Kleist	N. Y. K.	Mar. 4
W. Henshaw	S. & D.	Mar. 5
Hungaria	D. & Co.	Mar. 6
Kentucky	B. L.	Mar. 6
Achilles	B. & S.	Mar. 6
Kentucky	B. L.	Mar. 6
Pawlet	A. L.	Mar. 7
Korea	T. K. K.	Mar. 7
Pawlet	A. L.	Mar. 7
Helenus	B. & S.	Mar. 8
Dilwara	P. & O.	Mar. 9
Fushimi	M. N. Y. K.	Mar. 9
St. Albans	P. & O.	Mar. 9
Akita	M. N. Y. K.	Mar. 11
Toyama	M. N. Y. K.	Mar. 11
W. Montana	A. L.	Mar. 12
Mito	M. N. Y. K.	Mar. 12
Anjo	T. K. K.	Mar. 15
Telamon	B. L.	Mar. 15
Taiyuan	B. & S.	Mar. 16
Karmala	P. & O.	Mar. 18
Aliporo	P. & O.	Mar. 18
Siberia	T. K. K.	Mar. 19
Alderamin	J. C. J. L.	Mar. 21

Japan, Coast Ports, Etc.

Hailong	D. L. Co.	Feb. 16
Tientsin	B. & S.	Feb. 16
Lianan	B. & S.	Feb. 16
Kweilin	B. & S.	Feb. 17
W. Henshaw	S. & D.	Feb. 18
Kwangsang	B. & S.	Feb. 18
Loongang	J. M. Co.	Feb. 18
Wingang	J. M. Co.	Feb. 18
Loksang	J. M. Co.	Feb. 18
Yamagata	J. M. Co.	Feb. 19
Sado	M. N. Y. K.	Feb. 20
Childar	J. C. J. L.	Feb. 20
Tjikini	J. C. J. L.	Feb. 20
Haiching	D. L. Co.	Feb. 20
Suiyang	B. & S.	Feb. 21
Tottori	M. N. Y. K.	Feb. 21
Kashmir	P. & O.	Feb. 21
St. Albans	P. & O.	Feb. 21
Cheongshing	J. M. Co.	Feb. 22
Tjileboet	J. C. J. L.	Feb. 22
Chusan	B. & S.	Feb. 22
Haihong	D. L. Co.	Feb. 22
Fooksang	J. M. Co.	Feb. 22
Karmala	P. & O.	Feb. 23
Muroran	M. N. Y. K.	Feb. 23
Delagoa	M. N. Y. K.	Feb. 23
L. Faulr	P. M. Co.	Feb. 26
Hinsang	J. M. Co.	Feb. 26
Jacox	P. M. Co.	Feb. 27
Tjisalak	J. C. J. L.	Mar. 1
Toyooka	M. N. Y. K.	Mar. 5
Samarang	M. D. & Co.	Mar. 12
Trieste	D. & Co.	Mar. 15



PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, VICTORIA, VANCOUVER, TACOMA.

(Calling at Shanghai, Dairen and Japan ports.)

ELDRIDGE About Feb. 25. CITY OF SPokane About Mar. 21.

WHEATLAND-MONTANA Mar. 12.

For PORTLAND direct.

(Calling at Kobe and Yokohama.)

PAWLET Mar. 7. COAXET About April 4.

Through Bills of Lading issued to OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. "SCHODACK"

ABOUT 25TH FEBRUARY.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

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THE ADMIRAL LINE

REGULAR SERVICE

To & From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

LAKE FARRAR ... February 19th.

OLYMPION ... March 10th.

LAKE ONAWA ... March 20th.

CADARETTA ... March 25th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates Apply to—

THE ADMIRAL LINE,

5th FLOOR HOTEL MANSIONS BUILDING.

Tel. Add.: Admiraline. Telephone 2477 & 2478.



HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN."

STEAMERS. TONS. LEAVE HONGKONG.

* PERSIA MARU 9,000 Feb. 26th.

KOREA MARU 20,000 Mar. 7th.

* SIBERIA MARU 20,000 Mar. 19th.

TENYO MARU 22,000 Apr. 3rd.

SHINYO MARU 22,000 Apr. 27th.

* Not calling at Shanghai. † Calling at Dairen.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,

SAN PEDRO, SALINA CRUZ, BALBOA, OALLAO,

MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AYRES.

STEAMERS. TONS. LEAVE HONGKONG.

ANYO MARU 18,700 Mar. 15th.

* HAYO MARU ... Apr. 9th.

SEIYO MARU 14,000 May 12th.

* This steamer will carry cargo only.

For full information regarding passenger rates, freight, and sailings apply to—

Y. TSUTSUMI, Manager,

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

Operating Far Eastern services or account of the

UNITED STATES SHIPPING BOARD.

ALSO

Amalgamated with

COSMOPOLITAN SHIPPING CO. NEW YORK. GREEN STAR LINE, NEW YORK.

TO MANILA & SINGAPORE.

"WEST HENSHAW" ... 18th February.

To NEW YORK & BALTIMORE.

"LANCASTER" ... 24th February.

To SEATTLE & VANCOUVER.

"WEST ISON" ... 25th February.

To SAN FRANCISCO.

"WEST HENSHAW" ... 5th March.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE—1st floor Powell Building, 12, Des Voeux Rd., Tel. 13008.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards About Sailing About

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES:

LOS ANGELES, CALIF.

BRANCH OFFICE:

KOBE, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE: Prince's Building, Chater Road, Telephone No. 1062.

CHAS. E. RICHARDSON, General Agent for South China.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.(COMPANIES incorporated in ENGLAND)
TO
STRAITS & BURMA, OCEAN INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,
RED SEA, EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hong-kong (about)	Destination
HIMALAYA	7,000	20 Feb. 7 a.m.	S'pore, C'bo, B'bay & L'don.
KASHGAR	9,000	4th Mar.	M'les, London & Antwerp
DILWARA	5,400	9th Mar.	S'pore, Colombo & B'bay.
ALIPORE	5,300	18th Mar.	M'les, London & Antwerp.
KARMALA	9,000	18th Mar.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

PAKADA	7,000	16 Feb. 1 p.m.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	17 Feb. noon	Melbourne via Sandakan, Thurs- day Island, Cairns, Townsville, Brisbane and Sydney.
ST. ALBANS	4,500	9th Mar.	

SAILINGS TO SHANGHAI & JAPAN.

ALIPORE	5,300	18th Feb.	Shanghai & Japan.
KASHMIR	9,000	22nd Feb.	Shanghai & Japan.
ST. ALBANS	4,500	1st Feb.	Japan-direct.
KARMALA	9,000	23rd Feb.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24ft. X 12ft. X 12ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
Agents,
22, Des Voeux Road Central.**N. Y. K. NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMA MARU (Omitting Manila) Wed., 9th Mar. at 11 a.m.

TOYAMA MARU Friday, 11th Mar., at 11 a.m.

KASHIMA MARU (Omitting Manila) Wednes., 20th Apr. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

YOKOHAMA MARU Thursday, 24th Feb., at 11 a.m.

KLEIST Friday, 4th Mar., at 1 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

MITO MARU Middle of March.

LIVERPOOL & MARSEILLES via Suez.

TAMBA MARU Beginning of March.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU Tuesday, 15th Feb., at 11 a.m.

TANGO MARU Tuesday, 22nd Mar., at 11 a.m.

NEW YORK via Suez, Friday, 11th March.

AKITA MARU Friday, 11th March.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA M. (Sailing from Singapore) Friday, 4th March.

BOMBAY & COLOMBO via Singapore.

DELAGOA MARU Wednesday, 23rd February.

CALCUTTA & RANGOON via Singapore & Penang.

YAMAGATA MARU Saturday, 19th February.

TOYOKA MARU Saturday, 5th March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

SHANGHAI, KOBE & YOKOHAMA.

TALAN MARU Tuesday, 15th February.

SAGO MARU Sunday, 20th February, at 11 a.m.

TOTTOZI MARU Monday, 21st February.

MURORAN MARU Wednesday, 23rd February.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. S. YASUDA, Manager

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisalak	Java	in port	1st Mar.	Java
Tjikini	Java	in port	21st Feb.	Amoy, Shanghai
Childar	Java	16th Feb.	21st Feb.	Java
Tjibeet	Java	21st Feb.	25th Feb.	Japan

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING
JAVA PACIFIC LIJN.
NEXT SAILING..

Steamer	From	Expected on or about	Will leave on or about	For
Tjisondari	Java	19th Feb.	21st Feb.	San Francisco

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
Agents,
Telephone No. 1574.
York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**Regular Sailings to
FOR NEW YORK and or BOSTON.**S.S. "EGREMONT CASTLE"**

Sailing about end of March.

LLOYD TRIESTINO.
BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports via—SINGAPORE, PENANG & COLOMBO.

S.S. "HUNGARIA" Sailing on or about 6th March.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 15th March.

Passengers Luggage can be insured at the office of the Agents

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN, S.S. "SAMARANG M." Sailing on or about 12th Mar.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific,
also to Australia, Europe, etc.**NATAL LINE OF STEAMERS.**

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA	In Hongkong	17th Feb. at 4 p.m.
TANUAN	13th March.	16th March.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

For London, Antwerp & Hamburg "FOYLE" 28th Feb.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,or to REISS & Co. Canton
General Agents.**GLEN AND SHIRE**

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
S.S. "GLEN SANDA"	26th February.
"CARNARVONSHIRE"	10th March.
"PEMBROKESHIRE"	25th March.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
"GLEN TARA"	1st Mar.	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 29 and 3096.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing	d'light.
SHANGHAI	Wingsang	Fri., 18th Feb. at	9 a.m.
HAIPHONG via Hoihow	Loksang	Fri., 18th Feb. at	3 p.m.
MANILA	Loongsang	Fri., 18th Feb. at	d'light.
TIENSIN	Cheongsing	Tues., 22nd Feb. at	d'light.

SINGAPORE, Port Swet-
tenham, P'ang & C'ta
SANDAKAN

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about Tuesday 22nd Feb., at 2 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Kwelin	17th Feb. at noon.
TIENSIN	Kwangse	18th Feb. at noon.
SHANGHAI & TSINGTAO	Suiyang	21st Feb. at 3 p.m.
SWATOW & BANGKOK	Chusan	22nd Feb. at 10 a.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE
Agents.

Telephone No. 36.

Hongkong Feb., 16, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	W. Couper	16th Feb. at noon
Hailong	A. H. Stewart	SUN., 20th Feb. at noon.
Hailong	W. C. Passmore	TUES., 22nd Feb. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

AUSTRALIAN SHIPPING.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on 18th February.
S.S. "GABO" Sailing on 22nd February.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.
Agents,
113, Connaught Road Central.

MOVEMENTS OF STEAMERS.

The A. L. s.s. ELDRIDGE, is due to arrive here from Seattle, Wash., via ports on or about February 26th.

The s.s. KEEMUN, (Blue Funnel Line) left Suez on 27th Jan. for Hongkong and is due here on 20th inst.

The B. L. s.s. SATSUMA, is due to arrive here from New York via ports on or about Feb. 15th. The Admiral Line, Agents.

The N. Y. K. s.s. YEBOSHI M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 1st February and is expected here on the 21st Feb.

The N. Y. K. s.s. KITANO M. (European Line) left London for this port via Suez on the 22nd January and is expected here on the 2nd March.

The R. M. S. EMPRESS OF JAPAN, arrived at Yokohama, on 3rd Feb. left there 4th Feb. and is due at Vancouver on 16th February.

The N. Y. K. s.s. MUOREN MARU, (Calcutta Line) left Calcutta for this port via Singapore on the 7th Feb. and is expected here on the 22nd Feb.

s.s. TELAMON (Blue Funnel Line) left Suez on 4th inst. for Hongkong and is due here on 28th inst.

The Admiral Line s.s. PAWLET, is due to arrive here from Portland, Ore., via ports on or about March 7th.

The N. Y. K. s.s. WAKASA M. (Liverpool Line) left Liverpool for this port via Suez on the 22nd January and is expected here on the 3rd March.

The N. Y. K. s.s. INABA MARU (European Line) left London for this port via Suez on the 5th February and is expected here on the 17th March.

The N. Y. K. s.s. YAMAGATA MARU (Calcutta Line) left Kobe for this port via Moji on the 11th February and is expected here on the 18th February.

The T. K. K. s.s. KOREA MARU arrived at Yokohama on the 11th instant and sails 14th instant, being due at this port 27th instant.

The T. K. K. s.s. ANYO MARU will leave Nagasaki on the 26th instant, being due at this port March 5th.

The s.s. TITAN, (Blue Funnel Line) left Singapore on 12th inst. for Hongkong and is due here on 17th inst. at 4 p.m.

The s.s. TAITHYBIUS (Blue Funnel Line) from Pacific ports left Kuchinotzu on 12th inst. for Hongkong and is due here on 16th inst.

The N. Y. K. s.s. YAMAGATA M. (Calcutta Line) left Moji for this port on the 13th Feb. and is expected here on the 18th Feb.

The Ben Line s.s. BENARY, from Middlesbro, London and Straits, left Singapore for this port on 12th February, and may be expected to arrive here on 19th February.

The T. K. K. s.s. ANYO M., arrived at Yokohama on the 13th instant, and sails on the 17th instant, being due at this port March 5th.

The s.s. IDOMENEUS, (Blue Funnel Line) left Suez, on 11th inst. for Hongkong and is due here on 11th March.

The Blue Funnel Line, s.s. ACHILLES, will leave Liverpool on the 27th inst. and s.s. TITAN, on the 5th March for this Port.

The N. Y. K. s.s. TOTTORI M. (Liverpool Line) left Singapore for this port on the 14th Feb. and is expected here on the 21st Feb.

The N. Y. K. s.s. YOKOHAMA M., (European Line) left Kobe for this port via Moji and Shanghai on the 14th Feb., and is expected here on the 23rd Feb.

The P. & O. s.s. ALIPORE, left Singapore for this Port on the 14th instant at 1 p.m. and is due here on the 20th instant at about 4 p.m.

UNCLAIMED TELEGRAMS

EASTERN EXTENSION AUSTRAL-
ASIA & CHINA TELEGRAPH CO.

Birkett, from London, Po.

Flidden, from C'om.

Karaji, from Calcutta.

Kavarana, from Bombay.

Kebarsingh Assayer, from Pudu.

Medina, from Macao.

Petrie, from London.

Sastons, from Manchester.

Tokyoito, from Shanghai.

Willand-Ges Steamship Shen-

niemann, from Amsterdam.

M. E. P. ARRY,
Superintendent,
Hongkong, Feb. 11, 1921.

EARLIER TELEGRAMS.

OPENING OF PARLIAMENT.

London, Feb. 15.

The King's speech expresses pleasure at the arrangements made to renew personal consultation between Ministers and their colleagues overseas, which produced such good results during the last two years of the war and during the peace settlement. It hopes the Prime Ministers of Canada, Australia, New Zealand, South Africa and Newfoundland, also representatives of India, will visit Britain in the summer. Their Majesties are confident that the discussions will be most valuable in bringing about co-operation in the Empire's external and internal policy.

The speech declares that the Government is determined to reduce expenditure to the lowest level consistent with the well-being of the Empire. It is imperative in the interest of early revival of trade and industry that the burden of taxation necessitated by the war be reduced to the utmost.

It emphasises that neither Irish unity nor self-government is attainable by methods of criminal violence for the purpose of establishing a republic.

With reference to new legislation it states that the most pressing problem is unemployment, due to worldwide restriction of trade, which is alleviable but incurable legislatively. A Bill will be submitted extending the provision for unemployed under the Unemployment Insurance Act, also a Bill safeguarding the essential key industries and in certain aspects unfair abnormal industrial competition. It is proposed completely to restore the coal industry to its normal condition of freedom. New Bills will deal with reorganisation of British railways, completion of land purchase in Ireland, facilitation of Scottish Church union, sale of liquor, and reform of the Second Chamber.

UNREST IN INDIA.

Allahabad, Feb. 15.

Revolution has broken out in the native state of Tonk, Rajputana. After agreeing to the popular demands the Nawab arrested the leaders, whereupon rioting broke out. State troops were actively engaged. The people are fleeing towards British territory.

DEATH OF ADMIRAL MORANT.

London, Feb. 15.

The death has occurred of Admiral Sir George Digby Morant, K.C.B., aged 84 years. [He was at one time Admiral Superintendent of Chatham Dockyard, and saw service in Burmah and China. He retired some years ago.]

THE FOURTH TEST MATCH.

Melbourne, Feb. 15.

In the Fourth Test England's second innings yielded 315 (Makepeace 54, Rhodes 73, Fender 59, Douglas 60). Malley took nine wickets for 121. Australia, in their second innings, had 92 for two wickets at the close of play.

The first innings scores were:—England 284, Australia 389.

WEATHER REPORT.

Feb. 16d. 12h. 23m.—Pressure is highest over N. China. It has decreased considerably at Vladivostok, and slightly from Weihaiwei to Poochow. It has increased slightly along the south coast of China and over Luzon.

The anticyclone has moved rapidly eastward.

Moderate monsoon may be expected along the south-east coast of China and over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.09 inch. Total since January 1st, 1.23 inches, against an average of 2.35 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap	N.E. winds moderate; cloudy at first, clearing later.
2 Formosa Channel	N.E. winds fresh.
3 South coast of China between H.K. & Lamook.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

T. F. CLAXTON, Director.

H.K. Observatory, Feb. 16, 1921.

TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the a. o. v. routine will be carried out with the flag "Z", on the storm signal mast.

Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 50m. to 9h. 00m. p.m. the lamps are extinguished.

EXCHANGE.

(Opening Rate, closing Rate on Page 11.)

SELLING.

T/T	2/5 1/4
Demand	2/5 3/8
30 d/s	2/5 1/2
60 d/s	2/5 1/4
4 m/s	2/5 1/4
I/T Shanghai	Nom.
T/T Singapore	10 1/2
T/T Japan	97 1/2
T/T India	177
Demand, India	177 1/4
U/T San Francisco & New York	48
I/T Java	135
I/T Marks	Nom.
I/T France	6 60
Demand, Paris	—

BUYING.

4 m/s. L/C	2/7 1/4
4 m/s. D/P	2/7 1/4
6 m/s. L/C	2/7 3/8
30 d/s. Sydney and Melbourne	2/8 3/8
30 d/s. San Francisco & New York	50 1/4
4 m/s. Marks	Nom.
4 m/s. France	7.20
6 m/s. France	7.40
Demand, Germany	48 1/4
Demand, New York	177 1/4
T/T Bombay	Nom.
Demand, Bombay	177 1/4
T/T Calcutta	Nom.
Demand, Calcutta	177 1/4
On Yokohama	97 1/4
Demand, Manila	107 1/4
Demand, Singapore	105 1/2
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	86 1/4
Sovereign	Nom.
Gold leaf per Tael	34 1/2
Bar Silver, ready	34 1/2
forward	34 1/2
Bank of England rates 7%	—
New York/London	3.91

SUBSIDIARY COINS.

H'kong 50 cts. pieces	1/10 1/2 dis.
10 "	1/2 1/2 dis.
5 "	1/2 5/8 dis.
Canton subcoins	19.6% dis.

momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute. The hours refer to Hongkong Standard Time (8 hours of east Greenwich).

POST OFFICE.

The prices of Postal Stationery have been revised as follows:—
Post Cards 1c. & 1 1/2c. — 2c. each
4c. — 5c. "
Postage Envelopes 4c. — 5c. "
Registered Letter Envelopes 10c. "
Sizes F. G. H. & 1 1/2 — 15c. "
Size K. — 20c. "

Telegraphic communication with Gap Rock Lighthouse is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Europe via Suez (Newspapers only London 13th January, parcels 5th January)—Per TITAN 17th Feb.
Japan—Per YAMAGATA M., 18th Feb.
Shanghai—Per ICHANG, 19th Feb.

Straits—Per SADO M., 19th Feb.
Shanghai—Per SUIYANG, 19th Feb.

Straits—Per KASHMIR, 20th Feb.

Straits—Per ALIPORE, 20th Feb.

Shanghai—Per ARMAND BE-HIC, 28th Feb.

Shanghai—Per CHEKIANG, 20th Feb.

Straits—Per TOTTORI M., 21st Feb.

Straits & Calcutta—Per YEBO-SHI M., 21st Feb.

Straits & Calcutta—Per MUR-ORAN M., 22nd Feb.

Japan and Shanghai—Per YOKOHAMA M., 23rd Feb.

OUTWARD MAILS.

To-morrow.

Saigon—Per SUI SANG, 9 a.m.

Italo, Australia and New Zealand via Thursday Is.—Per KANOWNA, Reg. 9.45 a.m. Letters 10.30 a.m.

Saigon—Per DERWENT, 1 p.m.

Swatow—Per HYDRANGEA, 3.30 p.m.

Shanghai and N. China—Per WING SANG, 5 p.m.

Shanghai & North China—Per KWEILIN, 11 a.m.

Philippine Islands, Sandakan, Australia, & New Zealand via Thursday Island—Per VICTORIA, Reg. 5 p.m. 18th Letters 3.30 a.m.

Philippine Islands, Sandakan, Australia & New Zealand via Thursday Is.—Per CHANG-SHA, Reg. 1.45 p.m. Letters 2.30 p.m.

Friday, 18th Feb.

Philippine Islands—Per LOONG SANG, 2 p.m.

*Correspondence bearing vessel's name only.

*PASSENGERS DEPARTED.

Per s.s. Tango Maru—Mr. and Mrs. H. Itoh, Mr. and Mrs. T. Matsura and 3 children, Mr. T. Tanba, Mr. H. J. Farmer, Mr. N. Mori, Miss Mori, Mrs. Mori and 2 children, Mr. T. Yoshimura, Mr. T. Terajima, Mr. C. R. B. Newton, Miss G. Heavry, Mrs. C. Kawabe and child, Major Hayakawa, Mr. E. J. de Figueiredo, Mr. R. Du Puy, Mr. E. Tajima, Master Tajima, Mrs. Tajima and 2 children, Mr. M. Kasahara, Mr. E. Terasaki, Miss S. Taniguchi, Miss S. Hamasaki, Mrs. I. Isaki, Mrs. Richardson, Mr. Au Chang Kee, Mr. Ng Yu Chun, Mr. Lo Chung Yun, Mr. Lum Hoek Sin, Mr. N. V. Parnett, Mr. J. Shield, Mr. Hu Wing Yub, Mr. D. Fitzgerald, Mr. M. Hadacovsky, Mr. J. Hadacovsky, Mr. C. Hadacovsky, Mr. S. Sakubana, Mr. J. Watanabe, Mr. Lum Chu Chin, Mrs. M. Hadacovsky, Miss O. Hadacovsky, Miss Z. Hadacovsky, Miss K. Nakamura, Mr. & Mrs. Tanji.

Per s.s. Dunera—Mr. Chang Kung Lian, Mr. Toeg, Mr. David, Major and Mrs. Gardner, Mr. and Mrs. Roberts, Mr. N. O. Allen, Mr. D. Levy, Mr. de Gast, Mr. and Mrs. R. W. Cammack, Mr. and Mrs. J. O. Wiseman, Miss E. Dawa, Mr. T. Robinson, Mr. Ehuers, Mr. Winfield, Mrs. J. Pearse, Miss G. Pearse, Mrs. R. N. Fraser, Mr. A. Yasuda.

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Motor bus meets all trains.

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Manager.



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— IN —

"LAUGHING BILL HYDE"

"ALL IN A DAY"

British Gazette.

HONGKONG THEATRE

TO-NIGHT at 5.15 and 9.15 p.m.

JACK PICKFORD

in

"THE VARMINT"

A Paramount Picture in 5 parts

NOTICE.



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SHINKEI, KANADA, KAMIMADA, BIDA,
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East Asia b. 116 1/2

Marine Insurances.

Cantons b. 410
North China n. t. 153
Unions b. & sa. 240
Yangtzes n. 23
Far Eastern n. t. 20

Fire Insurances.

China Fires b. 125
H. K. Fires b. 320

Shipping.

Douglases b. 64
H.K. Steamboats b. 24 1/4
Indos (Prof.) b. 25
Indo Def. Lon/Reg. b. 225
Indo Def. H.K. Reg. b. 210
Shells b. 100/-
Ferries b. 28 1/2

Refineries.

Sugars n. 264
Malabons b. 62

Mining.

Kailans b. 95 - sa. 99/-
Langkats b. 14 1/2
Shanghai Loans n. t. 14 1/2
Shai Explorations n. 75 etc.
Raubs b. 23/-
Tronchs b. 16/-
Ural Caspians n. 18/-
Docks, Wharves, Godowns, &c. b. 87 1/2
H.K. Wharves b. 176
K. Docks n. 127 1/2
Shai Docks b. 127 1/2
N. Engineerings b. t. 28

Lands, Hotels & Buildings.

Centrals b. 112 1/2
H.K. Hotels n. 189
H.K. Lands b. 120
H. Phay's b. 8.60
K'loon Lands n. 86 1/2
L. Reclamations n. 153
West Point b. 48 1/4

Cotton Mills.

Kwos b. t. 390
Kung Yik b. t. 86
Lau Kung Mows b. t. 18
Orientals b. t. 18
Shai Cottons b. t. 118 sa. 117 1/2
Yangtzepoo b. ex div. t. 23 1/2

Miscellaneous.

Cements b. 11.80
Do. Light old b. 8 1/2
China Light new b. 6 1/2
China Providents b. & sa. 9.30
Dairy Farms b. 25
Electricity H.K. b. 18
Electricity Macao n. 30
Hongkong Ropes b. 23
Hk. Tramways b. 9 1/2 sa. 9
Peak Trams old b. 8
Do. new b. 8 1/2
Steam Laundries b. 10
Steel Foundries n. 10 1/2
Water-works b. 12 1/2
Waters n. 28
Wm. Powells b. 28
Winchams b. 28

HONGKONG, Feb. 16, 1921.

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